VOL. CCXXXVIII, No. 3091a
TWO SHILLINGS AND SIXPENCE

THE SPHERE, AUGUST 22, 1959
With which are incorporated "BLACK & WHITE" and "GRAPHIC"

The SPHERE

CANADA NUMBER

Publishing Office: Ingram House, 195-198 Strand, London, W.C.2

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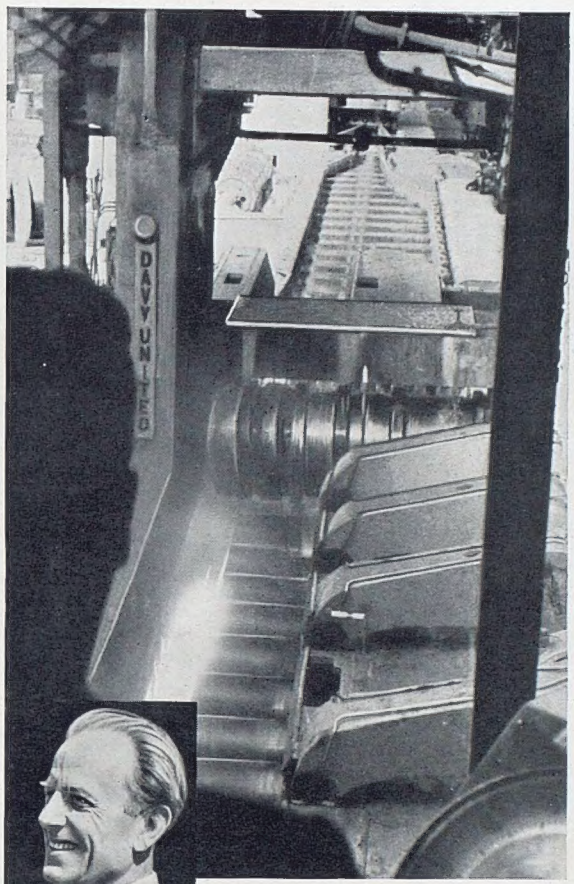

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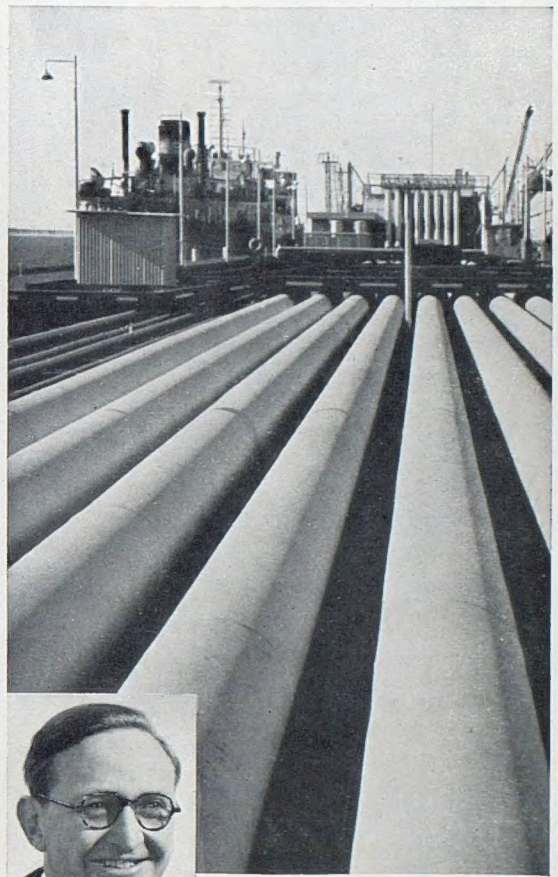

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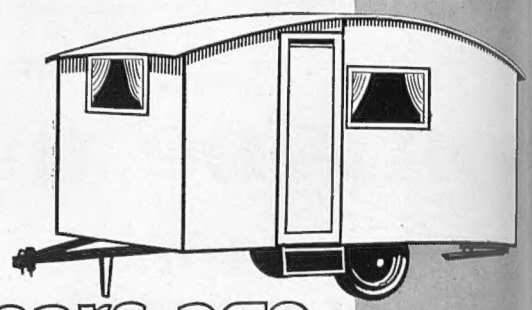

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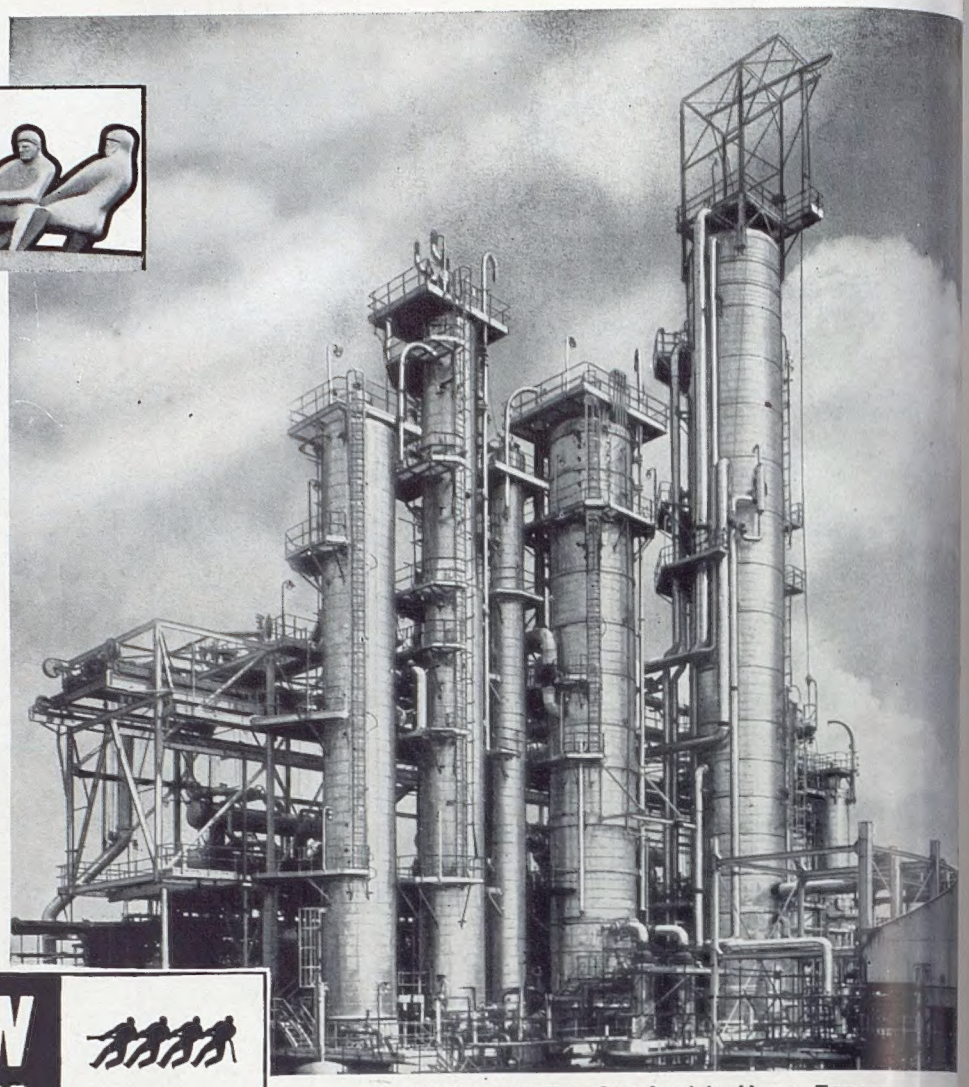

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Volume CCXXXVIII No. 3091a

The SPHERE ,London, August 22, 1959

The SPHERE

with which is incorporated THE GRAPHIC

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THE PATTERN OF NAVAL WARFARE—AN AMERICAN TASK FORCE ON ANTI-SUBMARINE EXERCISES IN THE ATLANTIC: The U.S. Navy Hunter-Killer anti-submarine warfare task group Alfa consists of an aircraft-carrier, seven escort destroyers, two submarines and naval air support units. Extreme left, centre foreground and extreme right are destroyers of the converted Fletcher class. In the centre is the aircraft-carrier *Valley Forge*, equipped with Douglas Raider attack aircraft, Grumman Tracker anti-submarine aircraft, and Sikorsky helicopters. Two of these are flying over the group. Top are formations of U.S. Navy shore-based Neptune patrol bombers.

The U.S. Navy's task group Alfa exercised in the Atlantic to become proficient in combating submarine threats to the U.S. Its vital element is the support aircraft-carrier *Valley Forge*, a ship of 38,500 tons when fully loaded, carrying fifty aircraft. With the rapid American development of underseas craft and missiles, an intensive campaign of exercises designed to combat submarines was instituted; this followed the pattern established in Pacific operations in the last war that naval battles are fought over or under the sea rather than on it. The day of the battleship, vulnerable to air and sea attack, however well protected, has seemed to many naval experts to be over. Particularly in the American Navy the aircraft-carrier has been predominant, both for defensive and offensive operations. In the American Defence Department appropriation bill for the current fiscal year emphasis is placed on nuclear-powered vessels. The programme at present comprises forty-four ships: of these there are six nuclear-powered submarines in commission, four others launched, and twenty under construction. One giant aircraft-carrier is under construction. (See also page 65.)

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THE "GLORIOUS TWELFTH": With the Prime Minister on Ilton Moor, on the Earl of Swinton's estate at Masham, Yorkshire, are, from left: Lord Crathorne (formerly Sir Thomas Dugdale); Major Christopher Yorke; Lord Masham; Mr. J. Jamieson; the Earl of Swinton; Mr. R. W. Thompson; and Miss Wanda Thompson. Mr. Macmillan spent the first two days of his short shooting holiday as the guest of the Earl of Swinton. He then joined the Duke of Devonshire's party at Bolton Abbey. Only "moderate" numbers of grouse were reported in Yorkshire.

A London Newsletter

195-198, STRAND, W.C.2.

A Happy Event—The divinity that hedges a throne is not decreased by the present paucity of monarchs. All the world is interested in our Queen and all the world rejoices in her joy. But the fierce light that also beats upon a throne is in consequence even fiercer than when Shakespeare and Tennyson wrote. Publicity is all-pervading, but, as Mr. Roger Fulford said, it is in some respects less fierce; and subjects also share it, are able to endure it and, indeed, sometimes seek it. Many a "socialite" is "first with the news" to the social columnist of an expected baby, and even announces the proposed alternative names of the new arrival before its sex can be known. If protocol still requires a certain mystery in such announcements from the Court, the legends of the gooseberry bush and the stork are gone from the cupboards, and queens and ordinary married women are not deterred from leading active lives until the time comes for the performance of their noblest function. For months ahead the columnists and gossip ladies will have a rich field and an enthralling subject while they speculate about the "third gentleman or lady" of the land, and announce the income he or she will receive when he or she marries. But the Queen, we hope, will be able to do a short day's stalking, if it suits her, and at Balmoral, at any rate, she can evade the snoopers. The House of Windsor by now should be able to steam through the waves of publicity as smoothly as a "Queen" through the summer calm of Solent Waters. It is a happy event.

Canadian Retrospect—The Canadian tour well deserves a deferred memorial number of THE SPHERE. The news that the Queen is expecting another child directed attention again to her recent Canadian tour, and to the gruelling schedule of fixtures which she carried out so cheerfully and charmingly and with undiminished interest, at a time when she must naturally have sometimes felt far from well. And this fact all Canadians in particular will now realise to the increase of their admiration, and possibly it may lead to a general acceptance by all at home and in the Commonwealth who are concerned with drawing-up plans for Royal tours, that they must be in future less all-embracing and far-reaching. The chief item of the Canadian tour was the joint opening of the St. Lawrence Seaway. The so-called ease and swiftness of air transport gives many people the idea that a continent has become a parish and that everyone in the parish should have a chance to see the Royal visitor. But human endurance has remained static while time and distance have vanished as obstacles. It is decades since I saw some of the places east and west which the Queen visited, and I doubt if I should have recognised any feature of Vancouver, Calgary, Montreal or Quebec as I saw them. Many more of the places she visited could not have been reached with the transport of those days during the six months I spent in Canada. It was a lovely but tiring four-day journey in the C.P.R. over the Rockies. It can be flown in a matter of hours to-day, but flying is tiring and not very interesting, and every hour saved adds an hour for extra duties at the other end. The planners of Royal tours should realise that they cannot hope to "please everybody" in a tour embracing half a continent and that the triumphs of science have not yet altered human nature or increased its powers of resistance to fatigue.

The Three Wise Men—It is still too hot for me to bend my mind to a consideration of the Cohen Report (No. 3) on prices and productivity. It is a very important report in its suggestions for preventing a further rise in prices while allowing some degree of pay increases. The prospect of actually lowering prices of commodities is unfortunately more remote. Yet a firm or two have given a lead. Tyre manufacturers have reduced tyre prices by 7½ per cent. because the increase in family motoring has led to increased production and lower costs. It doesn't seem to work out that way everywhere. I should like reward for persistent buying of ounces of tobacco which, over fifty years, have risen from 4½d. to 4s. 6d. Instead I face an increased price. Perhaps the grasping hand of the Chancellor leaves no margin for a gesture to faithful tobacco customers. I could wish that the T.U.C. had joined in the discussions of the Three Wise Men, for, in principle at least, it agrees that higher wages and shorter hours demands must depend on increased prod and that increased production can lead to lower to the customer and even allow scope for greater for the workers. At the back of my ignorant m suspicion hovers that there are to-day many commo not mere luxuries—which we could buy more cha their manufacturers were not so coy in acceptin calculated risks and in affording themselves a cha test whether a reduction in the price of their goods result in our spending less in the shops. I doubt i

Foundations of Prep. School Teachi

The prep. school, like the public school, is attack. To my mind, they still possess invincible w which will enable them to defeat their enemies. theless, a reconsideration of their aims was due, a seven recommendations arising from those recom tions by a committee under Mr. H. J. G. Co St. Paul's Junior, strike me as sound. From which by my own bitter experience: a later start in Latin i but to restrict Latin only to those boys likely to *academically* from it I am not so sure about. A de greater literacy is essential, and more, and more eff English periods follow on logically. What I lear the art of writing—which is clear and relevant expr of thoughts—I taught myself after leaving Oxfor the two great aids I found to be Latin and reading Bar. For Latin taught me the *mot juste* and th relevance, and there is no profession to-day whic more gobbledegook than science. Up to the a twelve a boy's memory is deep and retentive wa should be used to attain literacy to the fullest e He won't forget his Latin learned in his earliest or its lessons, and he will remain all his life word in short passages from supreme literature learned by at that stage of boyhood. Latin and those selection form his style and create a taste for good literature a pride in good writing all through life. Then history must be taught alongside geography and biog For history is about chaps as well as maps, and geog and biography *are* history. And the survey shou continuous and from the egg. It is no good to st Eton with the Reform Bill and proceed next half in division with the Ancient Britons. Can that be avo These *Foundations* are full of meat and of hope f future. I wish they had been laid down in 1895.

The Twelfth—Time was when Augu never failed to secure a paragraph of the *New* But old age is not to be denied, and to-day I c that the agony of not being there on the opening gone. In its place, the consolation comes from m of that gruelling four-mile climb up the brae to th line of butts under a hot sun or drenching rain, a j not always made easier on the back of a hard-m pony. No doubt, the provincial journalists still repo "crack of the rifle on the moors," and no doubt po grouse are still served to American gourmets i restaurants on the evening of the Twelfth. Let pr and princes and pundits enjoy the sport on the Tw I realise that, however highly mechanised the arr ments, I am now too old for the business, and I c myself with the fact that when my energies began t the grouse deserted the moors I frequented and have since returned to normal abundance. *Que de mer que de regrets!* I never tasted sweeter grapes than t Sad that I must now cry sour grapes.

Snake in the Grass—A dry summe only encourages heath fires. It encourages adders t bathe on paths trodden by barefoot children and Whether in England or in Scotland, I have long puzzled by the difficulty of distinguishing a viper f medium-sized grass snake, and by the indifferen people who live in well-known adder-haunts to the d of neglecting the quick means of obtaining and serum. I am often told that the grass snake (pe harmless) can easily be distinguished from the pois adder. Certainly, if it be a very long one, it will n an adder. But a shorter one quite often, alive or appears to bear many of the distinguishing marks o adder, and I have several times found knowled countrymen unable to decide the point. The col illustrations of the two species vary very much. An for the serum remedy. It is said that vets, if sum in time, can usually save the lives of bitten dogs, sometimes have done that service for humans,

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DR. NKRUMAH AT BALMORAL: The Prime Minister of Ghana poses with the Royal Family in the grounds of the Castle. His visit to Deeside was to discuss the possibility of a future Royal tour of Ghana, in place of the cancelled one planned for this summer. It was announced that the Queen hoped a tour might take place early in 1961. A visit by the Duke of Edinburgh alone this autumn was also discussed. During his one-day stay at Balmoral, Dr. Nkrumah was appointed a member of the Privy Council.

doctors "could not lay their hands on" the correct antidote. A crystal of permanganate of potash is better than nothing. I don't know if the layman may keep a supply of, and can properly use, the serums required for humans and animals. If they may and can, people with dogs and children, who roam the moors in Scotland or wander in such places as the New Forest in a dry summer, would be well advised to learn to distinguish between the two species from an expert and to carry the remedies with them in their walks abroad in remote places. True, the dangers of a dry summer on heaths may sometimes cancel each other out. A heath fire must destroy many adders. But the danger remains and is by no means negligible.

Lads of the Village—It was a discouraging case which ended my twenty-five years on the Bench as a country magistrate. There were six youths, seventeen to eighteen years of age, in the dock, charged with obstructing the highway at the entrance to a neighbouring village. Most of them were wage-earners in engineering, drawing between £3 10s. and £4 a week. They had been loitering with their girl friends on the evening in question and had the happy idea of dragging a heavy iron seat across the road just below the crown of a high hill where the road enters the village; and when the inevitable crash came as the first car met the obstruction, they all ran away. The case was dismissed against one lad who once at least removed the obstruction, though others replaced it. The boys were fined and ordered to pay for the damage done and received a lecture from the chairman. Some of their parents were in court and perhaps benefited from the proceedings. I remember from Edwardian days the "bad lads of the village" who, as the bells for Matins were sounding, would lean over the village bridge, spitting into the stream, guffawing and ogling any passing girls. Looking back, I feel there were excuses for their pitiful vacuity. To-day, nothing is too good for such lads. The golden boys at Eton and Winchester and Harrow may still be educated the hard way in antiquated buildings. But for these modern village lads nothing is too good. Chromium-plate and Vita-glass and polished floors, untold millions on education, free meals and State subsistence. The only things lacking to them are parental discipline, religious education and correction when and where correction may benefit them. The fathers are too busy, filling in their pools, the mothers are too fully absorbed in chores and TV. The parson cannot catch them, their teachers are concerned with their salaries and the three Rs. The Ministers of State constantly remind them and us that the future of England depends on them, on their good sense and technical skill. . . . I examined those six foolish faces, with their vacant eyes and hanging jaws, and I felt: "God help the nation whose hopes lie there." And I felt that twenty-five years on the Bench is enough, while I comforted myself with the knowledge that such youths are but a small patch of dry rot in a sound fabric.

Modern Malthus—I took note of recent remarks let fall by Sir Thomas Barlow, a business chief in Lancashire's cotton industry, about the dangers of over-population in Britain. He spoke trenchantly—rather more trenchantly than I should have dared to do—and he knew that his words were highly controversial. "The growth of the birth-rate is nothing but a calamity." He added: "I know it is very inflammatory, but I think Herod was one of the great characters in history. He got rid of the babies. There are too many babies . . . on Merseyside." "Saki," in Edwardian days, made the same remark, worded a little less brutally, and perhaps "Saki" had less excuse for saying it. For it is difficult to dispute that the problem of population in our congested island, which is now above 50,000,000—a figure already economically twice as high as we can comfortably support—is a terrifying one from almost every angle, social, industrial, economic and even political. Merseyside is well aware of the dangers in times of trade recessions. For that matter, who is *not* aware of the miseries of over-population, whether on pleasure bent or concerned with the roads, with law and order, with social and housing problems, or even with amenity and the rape of farmland and open spaces? But Herod had not these problems to face, and his "greatness of character" must be established on other bases.

"Books by the Bed"—Settling in a new house, rather late in life perhaps, I concur with *The Times* readers in the importance of choosing bedside books for the visitors' bedrooms. There should be a choice of a dozen at least. They must be short enough for visitors to *finish* them during a week-end; half at least should be old favourites, and there must be poetry, essays, fiction and detection not too strong, and perhaps local history. Our first week-end visitor will find by his bedside the following carefully-chosen dozen: *Mademoiselle Ixe*, by Lanoe Falconer; *Reginald*, by "Saki"; *The Franchise Affair*, by Josephine Tey; *A Victorian Childhood*, by Mary MacCarthy; *The Visits of Elizabeth*, by Elinor Glyn; *The Semi-Attached Couple*, by Emily Eden; *More*, by Max Beerbohm; *Mr. Perrin and Mr. Traill*, by Hugh Walpole; *The Heir*, by V. Sackville-West; *Reynard the Fox*, by Masefield; *The Children of the New Forest*, by Marryat, and the Forestry Commission's admirable *Guide to the New Forest*. If the prospect over the Forest from the windows isn't enough to satisfy a wakeful visitor, one of these should do the trick. THE OLD STAGER

LITTLE ROCK AGAIN

Segregationists Demonstrate as Negro Students Enter Schools

World attention again focussed on Little Rock, Arkansas, when last week Negro children were admitted to two of the formerly all-white high schools. Integration of the schools was ordered by the American Supreme Court in 1957, but Governor Faubus defied the Federal authorities when he called on State troops to prevent coloured students from entering the schools. President Eisenhower retaliated by sending Federal troops to enforce the Supreme Court's order. Last year the Governor closed the high schools, but the law under which he acted was later declared unconstitutional by a Federal District Court. Six Negroes were granted admission to two of the four high schools by the Little Rock School Board. (Three Faubus supporters on the Board were defeated in elections to the Board earlier this year.) On the first day of term there were violent demonstrations by extremist segregationists, the Governor lending verbal support to their aims, although he did try to dissuade the crowd from violence.

DEMONSTRATORS AT LITTLE ROCK: Carrying flags and posters, American segregationists climb the steps of the State Capitol. It was the first day of term for the town's four high schools, closed for a year by Mr. Faubus, the Governor of the State of Arkansas. The crowd at the capitol called for Governor Faubus to come out and address them. The Governor did so, and told the estimated 1,000 persons that he was "with them all the way." Posters carried by demonstrators read, "Governor Faubus save our Christian America," and leaflets entitled "The Negro's Ambition—a Mongrel American race," were distributed among those not taking part.

On left—
WOMEN SEGREGATIONISTS ARRESTED: Little Rock police escort two young women, who were taking part in demonstrations near Central High School, to a police van. After being addressed by Governor Faubus more than 200 of the crowd marched on the school.

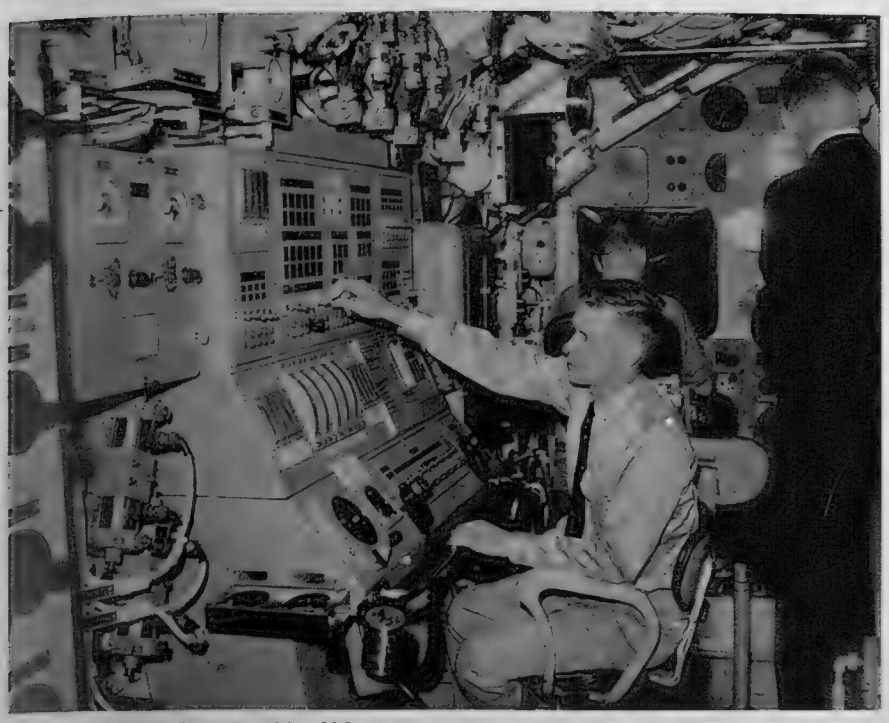
On right—
THE LEADER OF THE SEGREGATIONISTS: Mr. Orval Faubus is flanked by two State troopers as he prepares to address his supporters. The Governor has resisted the Federal policy of integration for two years.

ON THE MARCH: The demonstrator in the centre is carrying the Confederate flag. As the crowd marched towards the Central High School the tune of "Dixie" was played. Police used truncheons and fire-hoses and more than twenty people were arrested.

THE NEW STUDENTS ARRIVE: Three young Negro girls walk towards Hall High School. They were driven there by private car and entered the school without incident. At the end of their morning classes they said there was no trouble worth reporting.

U.S.S. "SKIPJACK" FLIES UNDER WATER

The Revolutionary Nuclear-powered Submarine Visits Portland

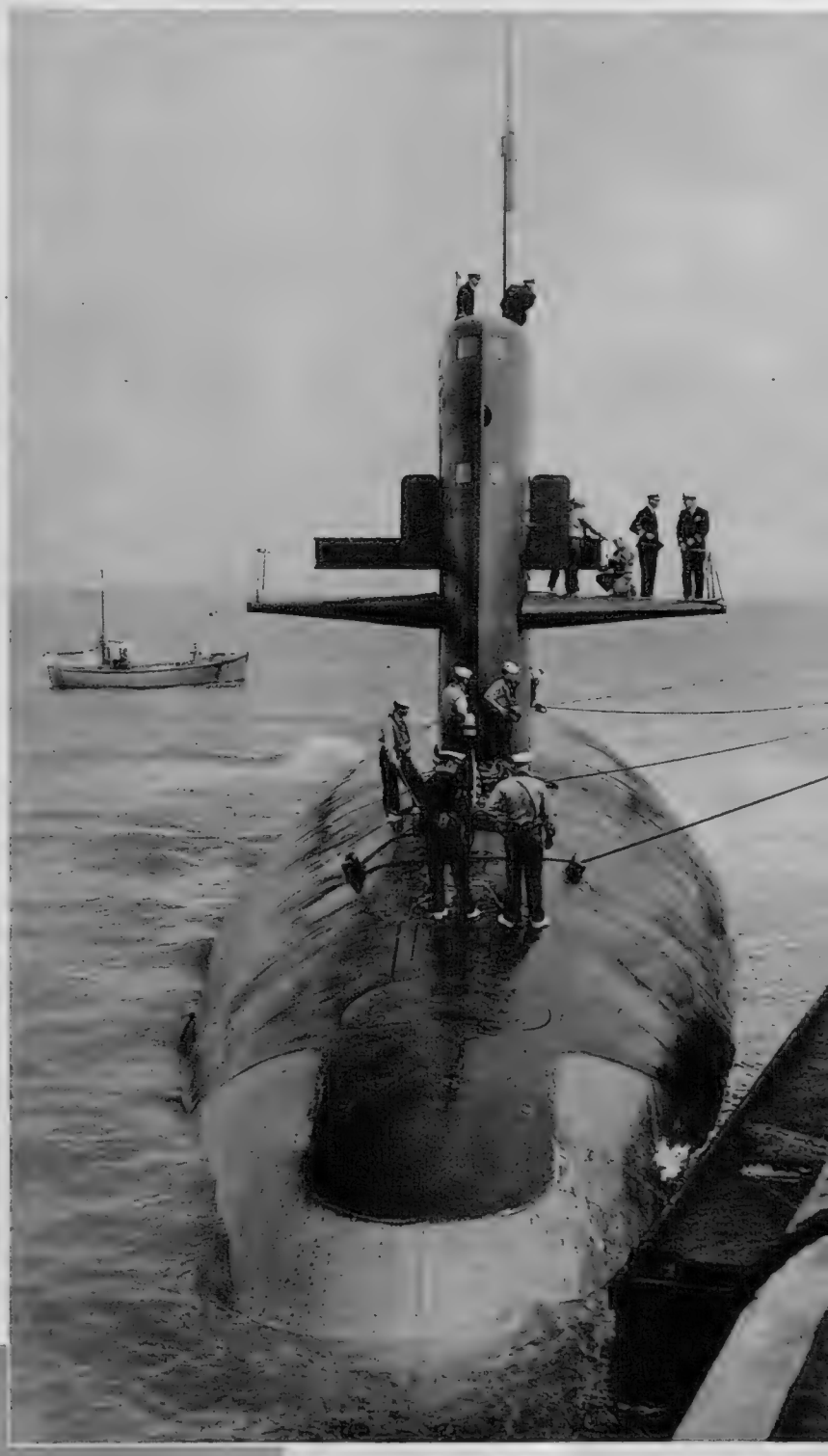


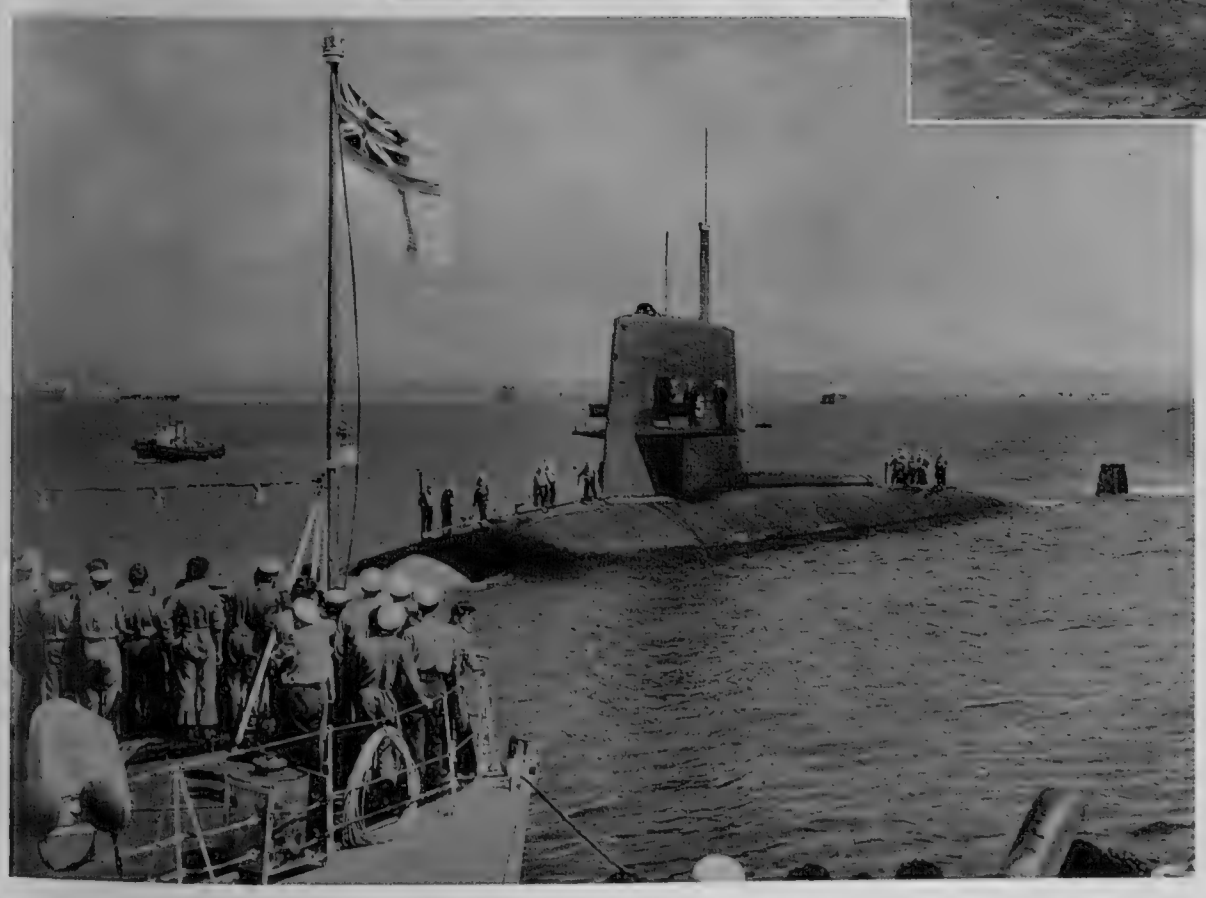
THE MAIN CONTROL ROOM: The U.S. submarine *Skipjack* is controlled from these banks of instruments. Background, right, are dual aircraft-type joysticks and steering-wheels for diving and turning.

ON BOARD "SKIPJACK": Commander Sambourne, R.N., the future commander of the Royal Navy's nuclear submarine *Dreadnought*, is spending six months on the American submarine, which arrived at Portland last week, for a four-day visit.

On right—

ARRIVAL AT PORTLAND: On the stabiliser fin (right) are Commander Sambourne, R.N., and Commander W. W. Behrens, U.S.N., the captain of *Skipjack*, watching the vessel being manœuvred in harbour.





A REVOLUTIONARY NEW SUBMARINE: *Skipjack* is the first of the U.S. nuclear-powered submarines to use the dolphin shape, pioneered in the experimental submarine *Albacore*. The conning-tower, now called the sail, is fitted with two stabilising fins. Her streamlined shape, relative shortness (252 ft.), blunt nose, deep draught (she has four decks), single propeller and large rudder, give her an immense advantage in turning, stability and speed. The sail has an effect like an aircraft wing when manœuvring, moving the submarine into the turn rather than out of the radius. Her commanding officer, Commander Behrens, said she "flew" under water; her controls are designed on the aircraft pattern, with joystick and steering-wheel. During her 3,000-mile-journey across the Atlantic, the *Skipjack* went faster and deeper than any other previous vessel had done. The forepart is taken up with torpedoes and asdic equipment—she is designed for the purpose of attacking other submarines. The after end is filled with the reactor, generator and turbines. Although no figures were released about her speed, it is generally reckoned to be very high. The *Albacore*, with conventional propulsion, does about 25 knots under the water, and thus it would appear that *Skipjack* achieves 30 to 35 knots. The Royal Navy's atomic submarine *Dreadnought* will have the same dolphin shape. and will be generally similar to the American vessel.

On left—

ENTERING HARBOUR: Spectators examine the revolutionary dolphin shape of the nuclear-powered submarine as she reaches Portland. Extreme right is her partially submerged rudder.

A NEWS SURVEY

Pictures of Recent Events in Many Parts of the World

PREPARATIONS FOR PRESIDENT EISENHOWER'S VISIT TO WESTERN EUROPE: Mr. James Hagerty, the President's Press Secretary, leaves Downing Street. He had arrived in London to discuss Mr. Eisenhower's programme while he is staying in Britain during his talks with the West before Mr. Khrushchev goes to Washington. The President will reach Bonn early on Thursday next (August 27). Later in the day he will fly to London. He is expected to visit the Queen at Balmoral and to stay with Mr. Macmillan at Chequers before leaving for Paris on September 2.

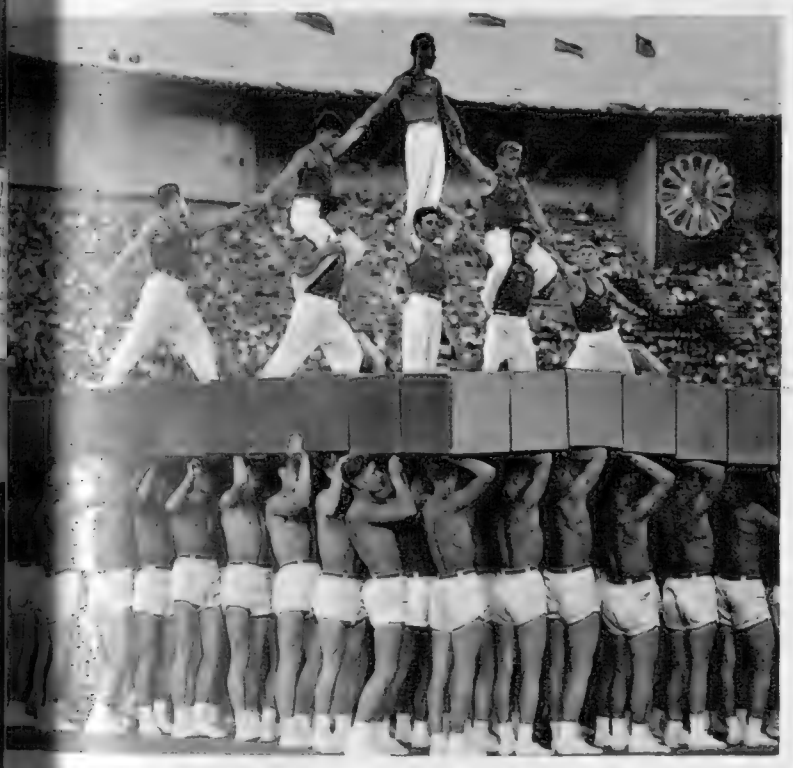
THE EMPEROR HAILE SELASSIE IN BONN: He is with President Theodor Heuss of West Germany a visit to the German capital. The Ethiopian Emperor spent eleven days at Baden-Baden f rest during his seven-week tour of Europe. He paid State visits to various countries, includin Czechoslovakia, Belgium and Portugal, and an official visit to France. He left Baden-Baden for h to return President Tito's second visit to Ethiopia. The two countries have an aid agreement; Ethiopia has £3,500,000 worth of credit for machinery. It was with the help of Yugoslavia that Ethiopia's five-year plan was drawn up. It was the Emperor's last visit before return

A SPLIT IN THE GREEK CYPRIOT LEADERSHIP ? General Grivas acknowledges the applause of onlookers in Corfu after he had had an audience with King Paul of the Hellenes. News of the meeting between the King, who was holidaying on the island, and the former EOKA leader had been kept secret until the last moment. No announcement was made after it. General Grivas had gone to Corfu from Athens, where it was reported that he had avoided meeting Archbishop Makarios' emissary from Cyprus, the Bishop of Kitium. Although Grivas is at present living in Greece, he still has great influence on Cyprus. Recently he has been reported to have expressed considerable disagreement with the policy being followed by Archbishop Makarios in implementing the Cyprus settlement made early this year.

JORDAN-U.A.R. RELATIONS: King Hussein poses with Mohammed Shoureiky in Amman. After the news that Jordan and the United Arab R diplomatic relations were being resumed, it was widely expected that Mo Shoureiky Pasha would be appointed Jordan Ambassador to the U.A.R.

TREASON TRIAL IN AMMAN: Some of those accused of being concerned in an military plot to overthrow the Government sit in the dock in the Jor capital. In front row from left to right, they are: Brigadier Adib Kasem; Lt Hasan Mustafa Yousef Jadalla; Captain Hasan Mustafa Mohamed Mustafa; Lt Fayaz Jadalla el Sunna; Captain Salim Abdul Kader Hasanat; Major Abd Yunes, and Major Mousa Kakish. In back row from left are Major Mousa M Colonel Khaled Abdul Kakim; Captain Mahmoud Massoud; Colonel Mahmo Dr. Rifat Oudeh and Major-General Sadek Sharah, formerly the Deputy

PLOT AND COUNTERPLOT IN CUBA: From Havana, President Castro reveals details to a nationwide television audience of the counter-espionage scheme by which his forces uncovered a conspiracy, alleged to have been inspired by President Trujillo of the Dominican Republic, to unseat the present Cuban Government. Senor Herrera, Foreign Minister of the Dominican Republic, denied Dr. Castro's charge and made the counter-charge that a Cuban force had invaded Haiti, the Republic's neighbour on the island of Hispaniola. According to Dr. Castro the chief figure in the scheme to lead the conspirators into a trap was Major William Morgan, an officer in the Cuban forces from Toledo, Ohio, who had formerly served with the U.S. paratroopers.



On left—**A DISPLAY BY THE RED ARMY: Military gymnasts demonstrate exercises on a platform of large blocks held up by their comrades during a display in the Lenin Stadium in Moscow. Other items presented on this occasion by the Russian Army included uniformed motor-cyclists riding at speed on ramps and across the human-supported platform and battle exercises over obstacles by Red Army men carrying weapons and wearing gas-masks.** The Lenin Stadium is Moscow's largest arena. It was announced recently that a new sports centre is to be built in the Soviet capital. In size it will be the second largest in Moscow. It was stated that the new centre will have ten football fields, eighty tennis courts and fifty-five basket-ball and volley-ball courts among its many varied facilities.

Above—**RIOTS IN CARACAS: In the Venezuelan capital police and National Guardsmen move in as a tear-gas bomb explodes at a street intersection. Mobs rioted for more than nine hours against the Government.** It was reported that two policemen were killed and two demonstrators trampled to death in stampedes after the police used tear gas. The immediate cause of the demonstrations was said to be the resignation of a director of a public works programme designed to employ several thousand out-of-work people. President Betancourt said later that the Government wanted to stop corruption inherent in the emergency works programme and wanted to transfer the workers to more productive jobs. The rioting was subdued by nightfall and the following day tanks patrolled the streets to prevent any further outbreaks.

SERIOUS FLOODS IN AUSTRIA: The swollen waters of the River Salzach rush past the wrecked wooden bridge at Hellbrunn, just south of Salzburg. *Right*—Another bridge, this one carrying the autobahn to Vienna, sags into the River Salzach at Bergheim. After more than forty hours of continuous rain, Upper Austria, Salzburg and Styria had experienced their worst floods for forty years. The death-roll at the beginning of this week was reported to be nine. Many thousands of people were driven from their homes and large areas of the country were devastated. Six road bridges were swept away and rail and telegraph communications severed.

World Affairs

CANADA—A MAJOR POWER

By JOHN CONNELL

IT has been said—but I cannot for the life of me recall who by—that in order to understand the contemporary political scene in Canada, it is essential to recognise that the Liberals are completely conservative and the Progressive Conservatives completely liberal; this established, the rest is easy. Fervent partisans of either group are likely to regard this as a frivolous generalisation, yet there is quite a deal of shrewd truth in it. Canadians long ago discovered the great virtues of compromise and the middle way in politics. They are not extremists by nature; and this is true of French-speaking and English-speaking Canadians alike. They tend to be cautious, moderate in outlook, temperate in speech; and they have no obsessive or overweening sense of the importance of their own domestic politics.

Both the two great North American nations have long been and still are, ethnically, socially and politically, melting-pots. But the processes of fusion are conducted in Canada at a much lower temperature and pressure than in the United States. Life in Canada is not as exciting or as replete with drama as it always seems to be in the United States; but it is in many ways more agreeable.

The United States was founded and grew to greatness on the principle of rejection of the past, the ending of tradition, the cutting of ties with Europe. Canada's very existence as a nation is, and always has been, an affirmation of the acceptance of inherited obligations, responsibilities and loyalties. Because there are certain superficial similarities between the patterns of behaviour on either side of the border, and because there is constant pressure on Canada by the United States, financially and industrially, in matters of communication and entertainment, and in a hundred other ways, it is often difficult—especially for citizens of the United States—to realise the fundamental strength and persistence of the difference between the two countries.

Canada, consciously and deliberately, by a sustained effort of popular will, has retained her connections with Europe and with the past. Canada is a Parliamentary democracy, whose titular head is the Queen of Canada. That she is also the Queen of the United Kingdom of Great Britain and Northern Ireland is, in a very real sense, irrelevant so far as the Parliament and people of Canada are concerned. Other member states of the Commonwealth are republics. Canadians prefer their own monarchy. This is not for them a matter of expediency, but of principle and free choice.

The causes of this choice lie far back in Canadian history, but they are not merely sentimental memories—a stone tablet in the citadel walls at Quebec, tattered banners in a cathedral in Toronto—they are a dominant force in Canada's life to-day. The frontier between Canada and the United States, with never an armed patrol on either side to guard it, is not only a symbol of the long-lasting peace between the two countries; it is an expression of their deep desire to be different from one another.

To Canadians international relations have always been, both by choice and by force of circumstance, of major significance. During the decades of the United States' stubborn and self-conscious isolationism, Canada kept North America's lines open with the rest of the world, Britain, the Commonwealth and Europe. In terms of world politics the Canadians were always more mature and far-sighted than their neighbours; and the stronger the United States grew, economically as well as politically, the more important it became for Canada, if she was to retain her independence, to preserve her external connections, and to understand the interplay of world forces in which her own part came to be notable.

THE NEW GOVERNOR-GENERAL OF CANADA: Major-General George Philias Vanier and his wife. The picture was taken last month, in London, where they were on holiday. On August 2 it was announced that Major-General Vanier had been appointed to succeed Mr. Vincent Massey as Governor-General of Canada. The General, who is aged 71, is the first French-Canadian to become Governor-General. He will assume office on September 15.

Canada was the first of the self-governing Dominions to establish a Ministry of External Affairs and an independent diplomatic and foreign service. The External Affairs department has a status and a prestige in Canadian official life approximate to those of the Treasury in Britain. It attracts the service of the best and ablest men and women from the universities and elsewhere, and is a great deal more integrated into the life of the country as a whole than the Foreign Office and the Foreign Service are in Britain. It is an intellectual *élite*, but not a caste set apart. This is why, if I may say so, it is a good deal more refreshing for someone such as myself, who is interested in international affairs but not of the twice-born, to meet and know Canadian officials and diplomats rather than their English counterparts.

There is a good deal more interchange, too, in Canada between the Department of External Affairs and the universities, at all levels. Men go from professional chairs to departmental posts and then go back to academic life; those who teach, comment and write on international relations have therefore close and continuous experience of executive and administrative responsibility. They know the job and its problems. It is in consequence difficult to imagine that, on a matter which closely concerned Canada, there would have been in Ottawa such a display of ignorance and ineptitude as there was in the Foreign Office over conditions in Cuba before and during Castro's revolution.

I think there is a certain reluctance in Whitehall to realise that the Canadians possess this flair for and expertise in international relations, and to respond to it in a partnership on level terms of co-operation and understanding. Canada can, and is willing to, help us in dozens of ways in the politico-diplomatic field; but Canadians do not enjoy being either patronised or exploited—even by the British.

The word "loyalty" is in my view a touchstone. A Canadian's fundamental and primary loyalty is to Canada; most informed Canadians attach great significance to the contemporary concept of the Commonwealth, which they themselves have done so much to create and consolidate; but their attitude towards Britain is one of affectionate detachment, and it is far from uncritical. There is much about our policies, as well as about our way of life, which Canadians do not regard with unmitigated enthusiastic approval. They consider, for example, and in my view with justification, that we bungled the Suez affair three years ago, not merely militarily but politically, so far as they were concerned. They disapproved of the British Government's actions; they disliked, even more, not being consulted, not being asked for advice or help—until it was too late for either to be of any use. We have no right to rely upon Canada's unquestioning "loyalty" in any crisis, if we show so little loyalty to a connection which has so often proved to be of the utmost value.

Canada is a major World Power. She has not jostled and fought her way to this status; it has come upon her almost unawares, as part of the ineluctable process of growing up. It is an aspect of Canada's slow and long-delayed adolescence that many of her people are not a little awe-struck when they appreciate what their country's position is nowadays in the world at large. The exuberance and brashness, characteristic of Canada's great neighbour, have no part in the Canadian temperament, which is cautious, meditative and moderate. But that moderation, of thought and of action, should never lead anyone to believe that the Canadians are diffident or unsure of themselves or their future. They are, in fact, supremely self-confident, and this confidence is born of self-knowledge. It is the surest evidence of national maturity.

Apparently almost by accident Canada achieved, over slightly more than a century and a half, a series of miracles: the welding of two profoundly different racial groups into a single nation, without either losing its identity (and for many years without one knowing very much about the other); the creation of a federal system unique in its flexibility and its strength, which makes the much more loudly praised Constitution of the United States look clumsy and ponderous; and, in the long, thin strip of habitable land stretching from the Maritimes to the Rockies, the construction of a cognate civilisation. For a long time Canadians only casually comprehended what they had done.

Now they know. This is the single, most important fact about Canada to-day. In the perceptive words of Bruce Hutchison: "The Canadian whose father accepted Canada as a spiritual dependency of some external power is thinking of it now as a nation in its own right. Though the nation is diverse, confused, self-centred, a little dizzy and smug from success at the moment, it is essentially whole. . . . The Canadian knows, better than his father knew, that he belongs to it and no other."

What part, then, will this new, self-confident Canada play in the world? A counter-balance, in American and in world politics, to the United States? A successor to Britain, expressing the same outlook and aspirations in a North American accent? To some degree Canada's role is likely to be both of these; but the sum of them is not equal to the real and special greatness which Canada seems destined to achieve. Her influence, I believe, is likely to be wholly on the side of mediation. Her civilisation is a powerfully persuasive example of unity in diversity. Ottawa, where the rivers meet and mingle, was rightly chosen as the nation's capital. Go anywhere in the whole enormous length of Canada—from the decorous, Victorian gentility of Halifax, the metropolitan opulence and turbulence of Montreal, the Glasgow-like solidity and extravagance of Toronto, to the mountains, the fjords and the rushing rivers of British Columbia—and you are conscious, all the time, of the unity of Canada, sustained in all this geographical, social, racial and economic diversity. Canada, assuming the status of a Great Power, speaks what she knows, out of her own experience as a nation. Canada, her present Governor-General once said, was the laboratory in which the discovery of the especial concept of political liberty was made, out of which was fashioned the British Commonwealth. The pilot project has now become a full-scale enterprise. The results, believe me, will be well worth watching.

THE ROYAL TOUR OF CANADA

A Pictorial Record of the 15,000-Mile Journey; Spectacular Scenes Along the Royal Route; The Story of the St. Lawrence Seaway; and a Report on Canadian Industry and Trade

WELCOME TO CANADA—THE GOVERNOR-GENERAL GREETS THE QUEEN AT THE START OF THE ROYAL TOUR ON JUNE 18: Mr. Vincent Massey shakes hands with the Queen as, followed by the Duke of Edinburgh, she alights from the B.O.A.C. Comet IV airliner at Torbay Airport, Newfoundland, after flying from London. It had been feared that the aircraft would have to be diverted owing to fog. Other Canadian officials at the airport included Mr. John Diefenbaker, the Prime Minister; Mr. Smallwood, Premier of Newfoundland; Mr. Campbell Macpherson, Lieutenant-Governor of Newfoundland; and Mr. W. J. Browne, who represents Newfoundland in Canada's Federal Cabinet.

The Queen and the Duke of Edinburgh have now visited Canada on three occasions. Their first visit was in the autumn of 1951, a few months before the Queen's accession to the Throne. Six years later they spent four days in Ottawa, the capital, when Her Majesty for the first time opened the Canadian Parliament. Although they were unable to tour the rest of the country at that time, the Queen expressed the hope that they would be able to do so in the future. Also in 1957 the Queen and the Duke spent some days in the United States, visiting Washington, Jamestown, Williamsburg and New York.

On the recently-completed Royal tour the Queen and the Duke travelled some 15,000 miles in a round journey which took them right across the country from the Atlantic to the Pacific coast and back. Visits were made to many outlying districts, an arrangement which had been made clear when the itinerary was announced by Mr. Diefenbaker. This had stated that it would allow for stops in most major cities but that it would emphasize visits to outlying districts across the country to provide an opportunity for Her Majesty, as Queen of Canada, to meet the people in those areas and to see something of the industry and the way of living of the average Canadian.

In this special section of THE SPHERE the Royal journey is recorded in words and pictures from the moment of the Comet's arrival at Torbay Airport, in Newfoundland. The most important occasion of the whole tour was the journey in the Royal yacht *Britannia* along the St. Lawrence River, passing Quebec and Montreal and other riverside towns, to the St. Lambert Lock for the ceremonial opening of the St. Lawrence Seaway. For this event the Queen and the Duke were joined by President and Mrs. Eisenhower as the construction of the Seaway was, in the words of the Queen, a "great joint enterprise between our two countries." After the speeches at the ceremony the President and his wife travelled for a short distance in the *Britannia*.

The Queen and the Duke resumed their journey along the Seaway to Toronto before travelling by air to Ottawa to spend Dominion Day in the capital. The Royal journey then continued by train and car until the Queen and the Duke embarked in H.M.Y. *Britannia* again to sail to Chicago for a day's visit. Subsequently, they travelled through the Great Lakes to Fort William, where they left by air for Calgary to join the Royal train for the journey through the Rockies to the Pacific coast. It was during the stay in the far west that the Queen had to cancel some engagements owing to a slight indisposition. Later, it was announced that at the end of the return trip across the continent the Queen and the Duke would travel from Halifax to Britain by air instead of by sea as arranged. Back in Britain, on August 7 came the announcement which referred to the forthcoming birth of the Queen's third child early next year.

THE START OF THE 15,000-MILE JOURNEY ACROSS NEWFOUNDLAND AND CANADA: The aerial view is of the landlocked harbour of St. John's, capital of the Province of Newfoundland. The Queen and the Duke of Edinburgh arrived at St. John's by air from the United Kingdom on June 18, and subsequently toured the island before leaving for the mainland of Canada.

The Royal Tour of Canada

ON THE ROYAL ROUTE

In Town and Country from the Atlantic to the Pa

BY TRAIN THROUGH THE CANADIAN ROCKIES: A Canadian diesel passenger train follows the course of a river part of its journey through the mountains. The tra nental main-line train service operated by the Canadi Company covers just over 2,881 miles betw Montreal couver. For part of their journey through the Rockies th and the Duke travelled by both train and car, stopping at mountain holiday centres. The itinerary was arrang the Royal visitors would be given "every opportunity time available to enjoy the scenic beauty of Banff Natio

LAKE SUPERIOR: Motorists pause for a rest on Highway 17 in thickly-wooded country near Terrace Bay, on the northern shore of the lake in Ontario. In the early days of July the Royal visitors travelled across Lake Superior in H.M.Y. *Britannia* from Sault Ste. Marie to Port Arthur and Fort William.

HAMILTON, ONTARIO: The new Burlington Bay Skyway, on the Queen Elizabeth Way, cro entrance from Lake Ontario (on right) to Hamilton Harbour. *On left*—In the early day tour, after the ceremonial opening of the St. Lawrence Seaway, the *Britannia* steamed the wooded Thousand Islands, a holiday resort at the western end of the St. Lawrence

THE BANFF NATIONAL PARK—SPECTACULAR SCENERY IN THE BOW RIVER VALLEY, IN ALBERTA: A holiday resort in the Rockies, the park covers 2,500 square miles. In the foreground is the Banff Springs Hotel, one of the hotels operated by the Canadian Pacific. It has 600 rooms. Forty miles away is the Chateau Lake Louise, another C.P.R. hotel, with 400 rooms. In Banff, the Queen and the Duke of Edinburgh visited the School of Fine Arts, an extension of the University of Alberta. From Banff the Royal party drove to Lake Louise and then through the mountains to Field, in British Columbia. The story of the National Parks of Canada goes back nearly seventy-five years when an area of ten square miles was set apart in the Rockies. Now they cover more than 29,000 square miles.

n right—IN THE FAR WEST: Vancouver, in British Columbia, is Canada's third largest city. In the centre of the aerial view is the end of Stanley Park, and on the left is part of Lion's Gate Bridge.

SUNDAY MORNING AT GASPE: On June 21 the Queen, accompanied by Arch... John Comfort, and followed by the Duke, arrives at St. Paul's C... Gaspé, which overlooks the Bay of Gaspé, in Quebec. The Royal visito... gone ashore from the *Britannia* during the trip along the St. Lau...

The Royal Tour of Canada

VISITING THE EASTERN PROVINCE

A BOUQUET: It is being presented to the Queen in Quebec City. As the Queen and the Duke drove through the city, cheering crowds broke through the police cordon and brought the car to a standstill. While they waited to continue their journey, the Royal visitors stood and waved.

ON THE PLAINS OF ABRAHAM: Major-General George Vanier (later appo... succeed Mr. Massey as Governor-General) accompanies the Queen to ... on the historic site at Quebec City, for the presentation of new c...

AT THE BALL IN MONTREAL: The Queen is dancing with Mayor Sarto Fournier at the civic ball held in Montreal's Queen Elizabeth Hotel on June 25. Owing to the crush during the dancing the Queen and the Duke left earlier than they had intended. During their drive through the city the Royal visitors had a warm welcome from the crowds.

IN THE PROVINCIAL CAPITAL OF ONTARIO: Mr. Nathan Phillips, the Mayor of Toronto, accompanies the Queen as they walk past the War Memorial after a visit to the City Hall on June 29. As the *Britannia* arrived at Toronto she was escorted by hundreds of small craft. In the harbour the Seaway terminal has been named Queen Elizabeth Docks.

RECALLING THE WAR OF 1812: At Kingston, Ontario, the Queen and Prince Philip and members of the official party pass a guard of honour complete with goat, during the visit to Fort Henry. At the time of the war with America, Fort Henry was a British outpost. During the Royal visit at the end of June the Queen and the Duke watched a display of drill. Earlier, they had attended a service in the town's United Church. On their way to Kingston, the Royal visitors, on board *Britannia*, sailed through the "Thousand Islands."

THE INAUGURATION
THE ST. LAWRENCE
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THE MEETING OF
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with Mr. Diefenbaker
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Mrs. Eisenhower
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The Royal Tour of Canada

SEAWAY CEREMONIES

ON THE INTERNATIONAL BORDERLINE—A SECOND CEREMONY ON THE ST. LAWRENCE SEAWAY: The Queen, with Vice-President Richard Nixon at her side, speaks during the ceremony on June 27 at the Moses-Saunders Power House, near Cornwall, when she unveiled an international friendship monument which stands 70 ft. above the Seaway. The monument of black granite rock bears these words: "This stone bears witness to the common purpose of two nations whose frontiers are the frontiers of friendship, whose ways are the ways of freedom, and whose works are the works of peace." The dam which spans the former International Rapids of the St. Lawrence River has created a new source of power for northern New York and Western Ontario. Work on the site began in August 1954. The international boundary actually passes through the centre of the power house. In her speech at the unveiling the Queen spoke about the example of international co-operation afforded by the joint participation in the work on the Seaway and hoped that it might "prove infectious." "I hope and pray," she said, "that it may bring the day a little closer when all the nations of the world may turn away from the fortification of fear to work together in the ways of peace and all men may share in the promise and accomplishments of their brothers."

DINNER IN TORONTO: The Queen turns and smiles as she speaks with Mr. Keiller Mackay, the Lieutenant-Governor, at the dinner given by the Province of Ontario on June 29. In the same hotel on the following day the Duke of Edinburgh was installed as President of the Canadian Medical Association.

The Royal Tour of Canada

FORMAL AND INFORMAL

A CALL AT A RIVERSIDE TOWN: At Cornwall, Ontario, on June 27, an Indian boy from the Caughnawaga Reserve presents to the Queen a pair of lacrosse sticks for the Prince of Wales. Looking on are Prince Philip, Mr. George Hees, the Minister of Transport, the Mayor of Cornwall and his wife.

GOOD-BYE TO OTTAWA: After a formal dinner in the capital, Her Majesty, wearing a tiara and the ribbon of the Order of the Garter with her evening gown, says good-bye to the French Ambassador (Dean of the Diplomatic Corps) and Mme. Lacoste before boarding the Royal train. The Governor-General follows the Duke, while Mr. and Mrs. Diefenbaker look on.

DRIVING IN STATE THROUGH THE CANADIAN CAPITAL: On July 1, Dominion Day, the ninety-second anniversary of Canadian nationhood, the Queen and the Duke of Edinburgh drive to a ceremonial parade on Ottawa's Parliament Hill to present new colours to the Canadian Grenadier Guards of Montreal; the 48th Highlanders of Toronto and the Argyll and Sutherland Highlanders of Hamilton.

PRESENTING THE NEW COLOURS: On Ottawa's Parliament Hill, Her Majesty hands new colours to a colour-bearer of one of the several Canadian battalions of which she is Colonel-in-Chief.

The Royal Tour of Canada

IN THE CAPITAL

ANOTHER SPECTACULAR DOMINION DAY CEREMONY IN OTTAWA: A general view of the scene on Green Island during the ceremony at which the Queen unveiled the Commonwealth Air Forces Memorial. It is seen to the right of the picture and commemorates Commonwealth members of the Air Forces who lost their lives while stationed in Canada during the Second World War and who have no known graves. The central feature of the memorial is a sculptured terrestrial bronze globe 10 ft. in diameter, supported by three bronze beavers and surmounted by a bronze eagle with outspread wings. At noon on Dominion Day the Queen broadcast to the nation over radio and television.

The Royal Tour of Canada

A DREAM BECOMES REALITY

After Fifty-nine Years of Controversy the Seaway was Built

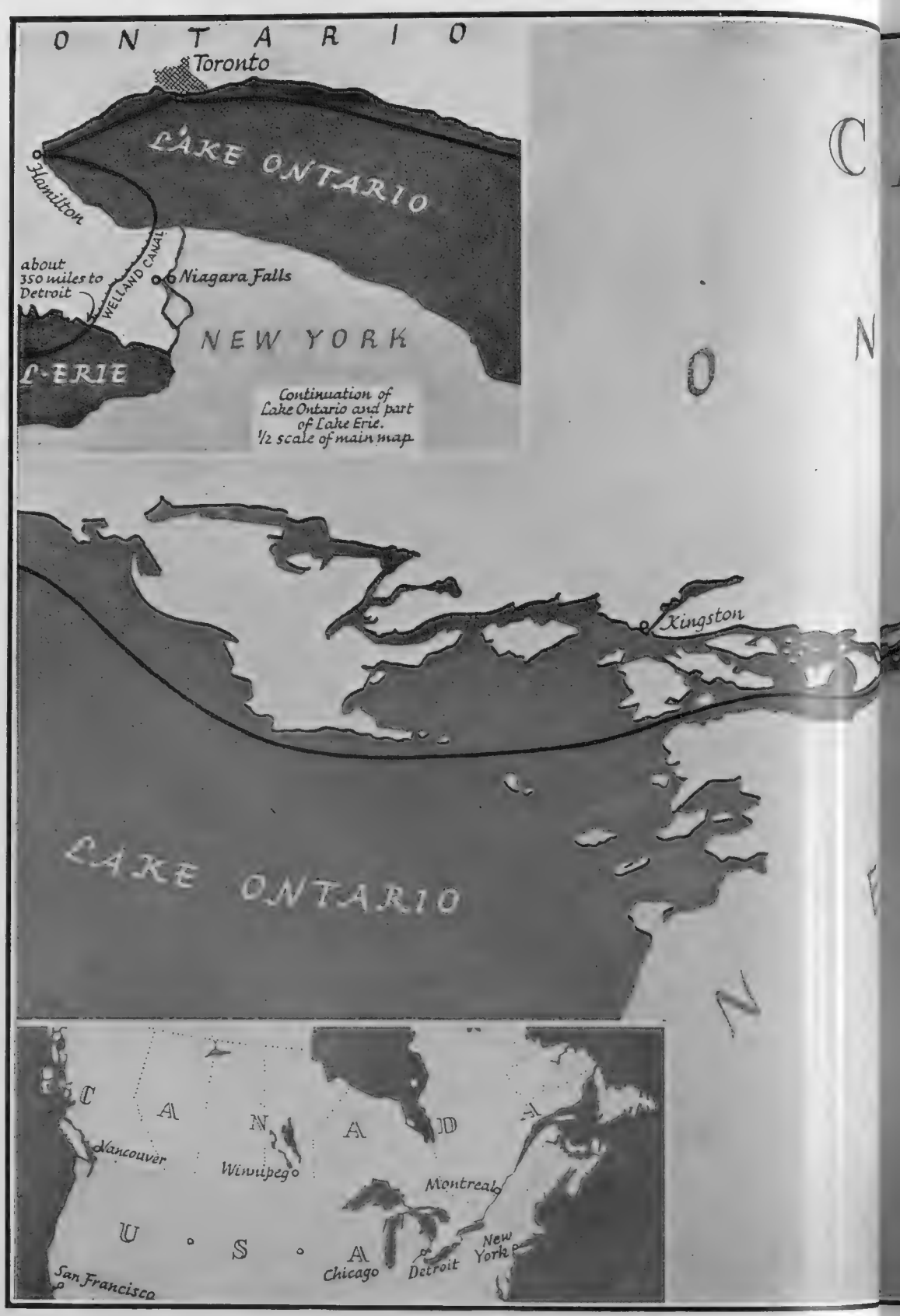
IN 1535 the first vessel from overseas sailed up the St. Lawrence River. Captained by Jacques Cartier and commissioned by Francis I of France, the ship was halted by the Lachine Rapids, 1,000 miles from the Atlantic. It was not until April of this year that average-sized, sea-going ships were able to sail any further up the river than had Cartier. With the construction of the St. Lawrence Seaway, a diagrammatic map of which is on the right, ships of up to 10,000 tons can voyage more than 2,000 miles into the heart of North America. More than half a century of argument and the greatest engineering feat ever accomplished in North America were required to achieve this.

It is not certain when a deep seaway—that is, one more than 20 ft. in depth—was first considered. By 1903 a canal system, allowing draughts of up to 14 ft., had been completed, but this was outmoded from the start. Eight years before, the United States and Canadian Governments had set up a Deep Waterways Commission to report on all possible waterways from the Great Lakes to the Atlantic. The Commission's report was favourable to the St. Lawrence idea; it was the first of many such. The scheme aroused support from several sides, but there was strong sectional opposition, which prevented its fruition for fifty-nine years.

The most powerful resistance came from the railroads, which foresaw a huge loss of revenue. The railways were reinforced in their opposition by the Atlantic and Gulf ports, coal companies, many private utilities and industrial concerns, and local and state legislatures.

In the United States all the Presidents from 1914 onwards said the Seaway was a "must." Franklin D. Roosevelt was among the most enthusiastic, both for the Seaway and the power projects which could be allied to it. Despite his zeal, however, President Roosevelt in 1933 failed to have the Seaway and Power Treaty with Canada ratified. His predecessor, President Hoover, had signed this treaty the previous year. In Canada, Mr. R. B. Bennett, the Premier, in 1930, pledged his party to build the Seaway, but the American refusal to ratify the 1932 treaty defeated him. Outside political circles the Seaway found consistent support from the grain producers of the west, and the iron-ore producers.

By 1951 the Canadians had decided that there should be a seaway, with the allied power projects, as soon as possible, and they threatened to "go it alone" if America did not consent to participate soon. This overcame American indecision and in 1954 Congress gave United States support. Work began that same year and four and a half years later the Great Lakes were open to world shipping.

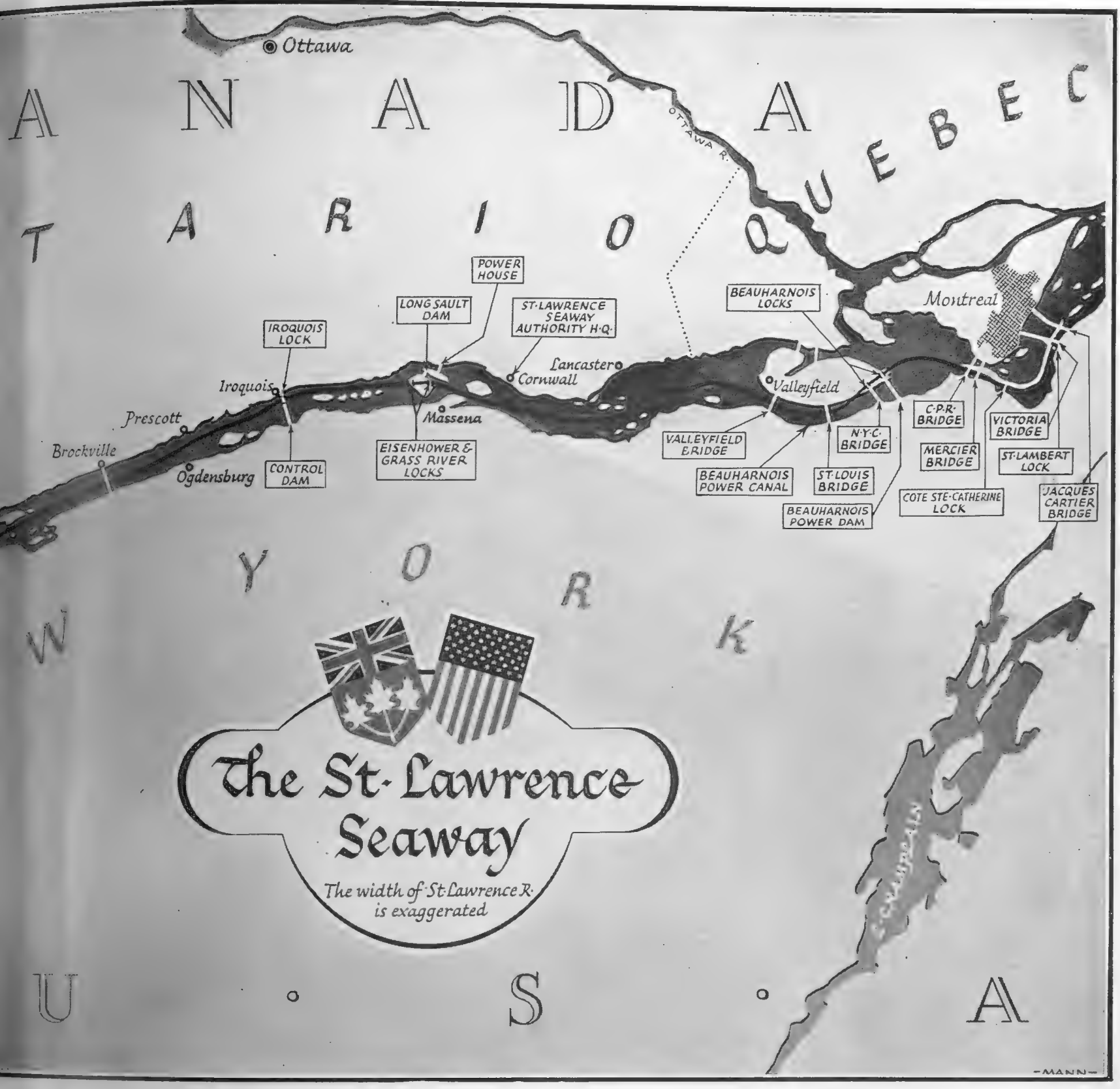


THE QUEEN'S JOURNEY

The diagrammatic map on the right shows the Royal itinerary on the 15,000-mile tour of North America. Landing by Comet at Torbay, in Newfoundland, on June 18, the Queen received an enthusiastic welcome from Britain's oldest possession in the New World. One of her first official duties was to open the new Federal International Air Terminal at Gander the following day.

At Montreal, on June 26, the main event of the tour took place. Church bells pealed, ships' sirens wailed, bands played, and the vast crowd cheered as *Britannia*, with the Queen and President Eisenhower on board, entered the St. Lawrence Seaway, officially opening it. After a cruise through the Great Lakes the Royal party visited Chicago on July 6. The reputedly isolationist spirit of the city was belied by the reception of the enormous crowd—it was estimated that 1,000,000 people were in the streets.

The Pacific coast was reached on the twenty-ninth day of the tour. Shortly afterwards, at Whitehorse, Yukon, the Queen, suffering from a slight indisposition, cancelled her engagements for two days. The Duke of Edinburgh carried out the programme at Yellowknife and Uranium City, while the Queen flew straight to Edmonton, where she resumed her duties on July 21. A whistle-stop train journey across the grain-growing prairies of Saskatchewan and Manitoba followed, ending at Winnipeg on July 24. The final part of the tour was completed by aircraft as far as Fredericton, and then by *Britannia* to Halifax. The arduous tour ended on August 1 when the Royal party flew home from Canada by Comet.


Ottawa
CANADA
ONTARIO
QUEBEC
OTTAWA R.
POWER HOUSE
LONG SAULT DAM
ST·LAWRENCE SEAWAY AUTHORITY H·Q·
IROQUOIS LOCK
BEAUHARNOIS LOCKS
Montreal
Lancaster
Cornwall
Iroquois
Valleyfield
Prescott
Massena
Brockville
Ogdensburg
CONTROL DAM
EISENHOWER & GRASS RIVER LOCKS
VALLEYFIELD BRIDGE
BEAUHARNOIS POWER CANAL
N·Y·C· BRIDGE
ST·LOUIS BRIDGE
BEAUHARNOIS POWER DAM
C·P·R· BRIDGE
VICTORIA BRIDGE
MERCIER BRIDGE
ST·LAMBERT LOCK
COTE STE·CATHERINE LOCK
JACQUES CARTIER BRIDGE
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The St·Lawrence Seaway
The width of St·Lawrence R· is exaggerated
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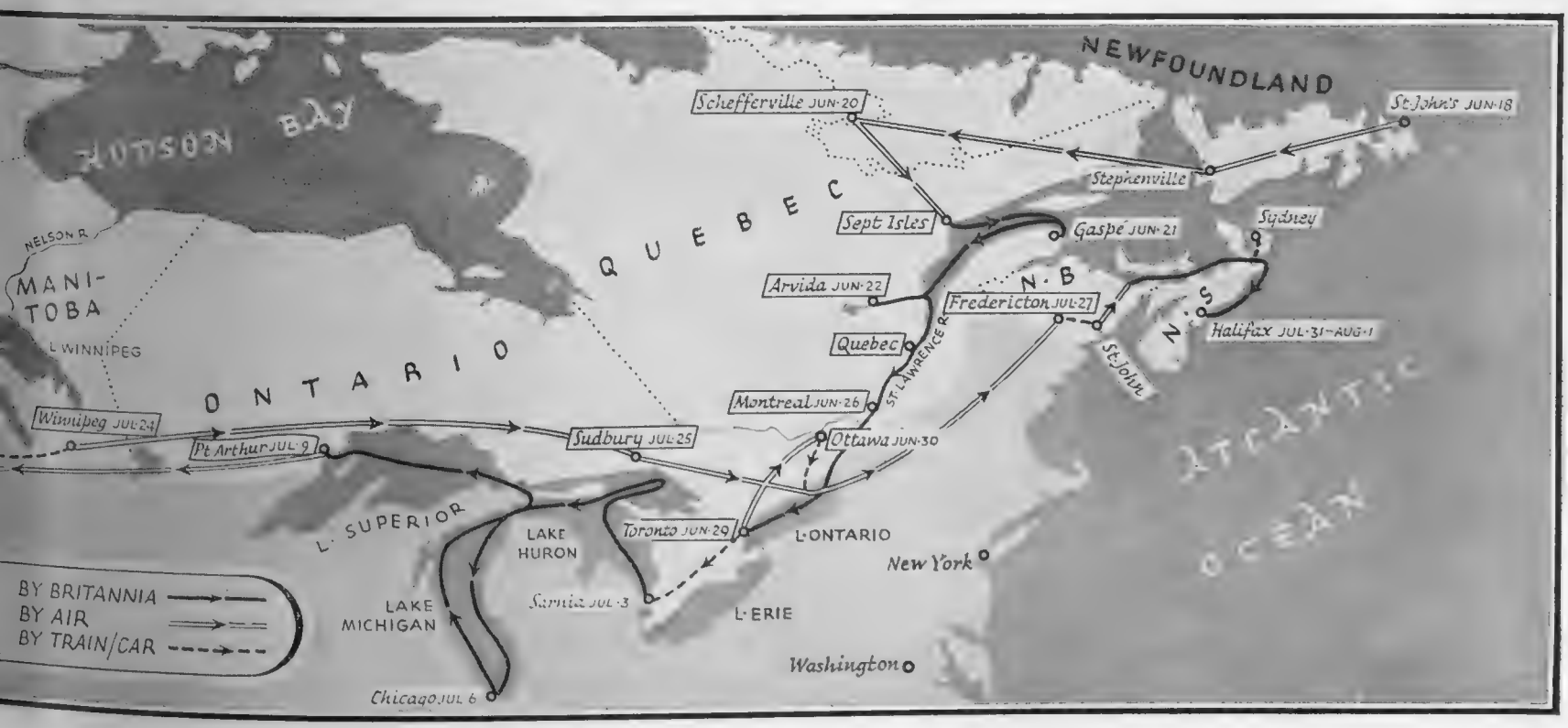

HUDSON BAY
NELSON R.
MANITOBA
L. WINNIPEG
ONTARIO
QUEBEC
NEWFOUNDLAND
Schefferville JUN·20
St John's JUN·18
Stephenville
Sept Isles
Gaspé JUN·21
Sydney
Arvida JUN·22
Fredericton JUL·27
N·B
N·S
Halifax JUL·31–AUG·1
Quebec
St LAWRENCE R.
St John
Montreal JUN·26
Ottawa JUN·30
Winnipeg JUL·24
Pt Arthur JUL·9
Sudbury JUL·25
L· SUPERIOR
LAKE HURON
Toronto JUN·29
L·ONTARIO
New York
Sarnia JUL·3
L·ERIE
LAKE MICHIGAN
Washington
Chicago JUL 6
ATLANTIC OCEAN
BY BRITANNIA
BY AIR
BY TRAIN/CAR

The Royal Tour of Canada

CHICAGO'S WELCOME

A Day's Visit to the United States During the Voyage Through the St. Lawrence Seaway

QUEEN AND GOVERNOR: Her Majesty is standing with Mr. William Stratton, Governor of Illinois, during the State ball on the day of the Royal visit on July 6. It was the first visit by a reigning British Sovereign.

ON THE CANADIAN–U.S. BORDER: The Queen and the Duke of Edinburgh drive in an open car through the streets of Windsor, Ontario, before joining the Royal yacht *Britannia* to sail up the Detroit River to Lake St. Clair. In the background of the picture is the skyline of Detroit, Michigan, U.S.A.

DRIVING THROUGH CHICAGO: The procession of cars carrying the Queen and the Duke is escorted through the city. Thousands of people lined the routes during the processions throughout the day. The Royal visitors, accompanied by Mr. Diefenbaker, arrived at Chicago on board the *Britannia* and were met by a number of American officials, including Mr. Willy Buchanan, President Eisenhower's personal representative. A 21-gun salute was fired and a band played the British and American National Anthems.

The Royal Tour of Canada

On the Journey to the West

BACK TO CANADIAN SOIL: The Queen and the Duke wave from *Britannia's* Royal barge on the last stage of the journey to Sault Ste. Marie, an industrial centre of Ontario on St. Mary's River which joins Lakes Superior, Michigan and Huron. *Britannia* had just completed the journey from Chicago. Among their engagements in Sault Ste. Marie, the Queen and the Duke visited the Algoma Steel Mills. From this town they sailed across Lake Superior to Port Arthur and Fort William.

A REMINDER OF A PREVIOUS ROYAL VISIT: At Kamloops, in British Columbia, on July 14, Mr. Sam Woods, who drove the Queen's father thirty years ago when he visited the area as Duke of York, shows Her Majesty and Prince Philip photographs taken at that time.

AT THE CALGARY STAMPEDE: The Queen and the Duke (who is wearing a 10-gallon white hat) are seen watching the chuck-wagon races at Calgary Stadium, Alberta, on July 9. They also met Indian chiefs wearing tribal regalia and attended a barbecue.

A HUNTING FALCON FOR THE DUKE: His Royal Highness is holding the bird which had been presented to him by the British Columbia Falconry Association at Victoria in mid-July.

AT WHITEHORSE, YUKON: The Royal visitors are standing on the observation platform of a narrow-gauge railway coach. It was at this stage of the tour that the Queen cancelled some of her engagements, the Duke going alone to Yellowknife, in the North-West Territories, and Uranium City, in Saskatchewan.

INITIAL DREDGING WORK: Two of the dredgers, which carried out the three-year work on the St. Lawrence River, are clearing silt between Montreal and Cornwall.

THE HYDRO-ELECTRIC POWER PROJECT: A cofferdam stretches across the St. Lawrence from Barnhart Island to the Ontario mainland, just west of Cornwall. It was one of two built in 1955 to drain a four-mile section of the river so that work could proceed on the foundations for a dam and a power station.

EXCAVATION WORK: [illegible] village which was [illegible] control dam. [illegible]

A U.S.-CANADIAN ELECTRICITY SCHEME: The view from the air shows construction in progress on the Barnhart Island power house two miles west of Cornwall, Ontario. The generating station spans the river between the eastern end of the island and Canadian mainland. The combined output of the station, 1,640 mW, is shared equally between the States of Ontario and New

IT needed neither the intuition nor the technology of our time to demonstrate that a fully navigable St. Lawrence River, linking the Great Lakes to the Atlantic, could unlock the economic potential of the North American Middle West. Before 1700, only a century-and-a-half after the French explorer Jacques Cartier first stood on Mount Royal and looked vainly westward towards Cathay, past the tangle of rapids that became mockingly called " La Chine," the first French settlers began on a canal to bypass those rapids and link Montreal with Lake St. Louis. That one was never finished, but it was the forerunner of a gradually developing chain. The first major canal from the Great Lakes, the Erie Canal, ran to the Hudson River, and drained away some of the trade Canada had hoped would follow the St. Lawrence. But by the middle of last century, following the completion of Merritt's canal down the Niagara escarpment and others bypassing the rapids and falls between the Lakes and the estuary, ships drawing up to 8 ft. of water could penetrate right to Lake Superior.

By the time that first network was completed, 8 ft. of draught was not enough; by the time all of it was deepened to 14 ft., by the turn of the century, that was not enough. Moreover, the development of railroads, and the shipping of Canadian grain via New York along the Hudson route, had dulled some of the glittering possibilities of the St. Lawrence route. Still, it remains cheaper to move through water than along rail or road; as early as 1895 Canada and the United States set up their first Deep Waterways Commission to consider a seaway to the heart of the Lakes.

That commission issued the first of many reports recommending development of the Seaway via the St. Lawrence, as a far shorter grain route than via the Erie or the Mississippi. It also generated the first of the opposing political lobbies which in the United States managed to block any decision to get the job done for nearly sixty years. The U.S. railroads, Atlantic and Gulf Coast ports, isolationists in the Midwest, and later, when the navigation system became linked with plans for hydro-electric power generation, American coal-mining interests, all strove to prevent the Seaway being built. In spite of the approval of most of the American Presidents concerned, and the active promotion of the scheme by some such as Franklin Roosevelt, this opposition was effective until 1954—after Canada had somewhat bluntly informed the United States that if Congress remained obdurate she would go it alone.

Economically, new and clinching arguments had arrived in the last twenty years to strengthen the case for the Seaway. By the early '40's the great American steel companies based on the Mesabi iron ores of Lake Superior were having to look elsewhere to ensure continuing supplies of high-grade hematite ores. Within ten years they had discovered and proved huge orefields on the borders of Northern Quebec and Labrador. That ore could be moved to the St. Lawrence estuary; the companies financed a railway to Seven Islands on the river there. From Seven Islands the ore could be shipped over 1,400 miles of open sea route to Philadelphia or Baltimore; it would sail 500 miles to Montreal and then go by rail; or if the Seaway were opened it could sail direct to Cleveland, Detroit and Chicago. Moreover, both Ontario, in Canada, and New York State, developing rapidly, were having to think of thermal power stations using American coal, offering electricity at comparatively high rates for that continent. The falls and rapids of the St. Lawrence offered the alternative of cheap power from works of which navigation could share the cost. Canada's first seaway legislation was on the books by 1951; in 1954 America took the plunge.

Five years later, though work on some sections will continue for years to come, a 1,200-mile channel, 27 ft. deep, had been constructed and dredged from Montreal to the head of the Great Lakes. Trade had been moving along it for some months before the Queen and the President formally opened the Seaway at the end of June.

Those few months' trade have given a foretaste—and some warnings—about traffic on the seaway for the future. Considerably more ocean-going ships than had been expected so soon sailed through from the Atlantic to the Lakes; with demand for shipping generally slack throughout the world, owners found it convenient to be enterprising and to seek contacts with an entirely new assembly of customers. This put some pressure upon certain of the links in the Seaway chain of trade and navigation. Dockers and dock facilities on the Great Lakes are accustomed to the handling of the bulk cargoes of grain and ore that have moved there in specialised ships for many years. At the outset the docks were much less suited to the less standardised handling of general merchandise cargoes. Certain of the older links in the Seaway—especially the Welland Canal, which has deepened but which incorporates five one-way locks its 325-ft. " lift " for shipping—have suffered from through congestion. Much more immediately than body expected, the capacity of the Seaway was strained to some of its present limits.

How fully this initial rush of traffic along the will be maintained remains to be seen. Many observers feel that for a time at least traffic will settle to a lower level in which the " lakers," specialised built to operate on the Great Lakes, handle most traffic, with fewer ocean-going ships using the regularly. Some of the freight contracts made in grain, for example, from the Lakes to Europe in going ships have clearly been made on an expe basis at a time of generally depressed ocean Nevertheless, there is confidence that up to 200 bushels of Canadian grain may eventually be expo the Seaway—and the United States, by the mid- be shipping nearly as much on this route to the

In the early years, something like 10,000,000 iron ore a year may be moving the other way Seaway, to the steel-producing areas around the By about 1965, this could easily reach 20,000,000 year. These bulk cargoes will provide the thick butter of the Seaway's trade, but there are huge tunities for the development of general cargo

...nd tractors are at work near Iroquois, the Ontario ...n 1957 to allow the building of a canal, a lock and a ...n. One of the biggest undertakings in the Seaway project.

BUILDING THE SEAWAY

Work on the New Locks and Canals on the St. Lawrence; the Power Project

BUILDING A DAM AND A LOCK: In the foreground the Iroquois Lock, the most westerly of the seven new Seaway locks, is under construction in 1955, while in the background the second phase of the work on the Iroquois Dam is being carried out. On the right excavation work is in progress, improving the banks of the approaches to the dam.

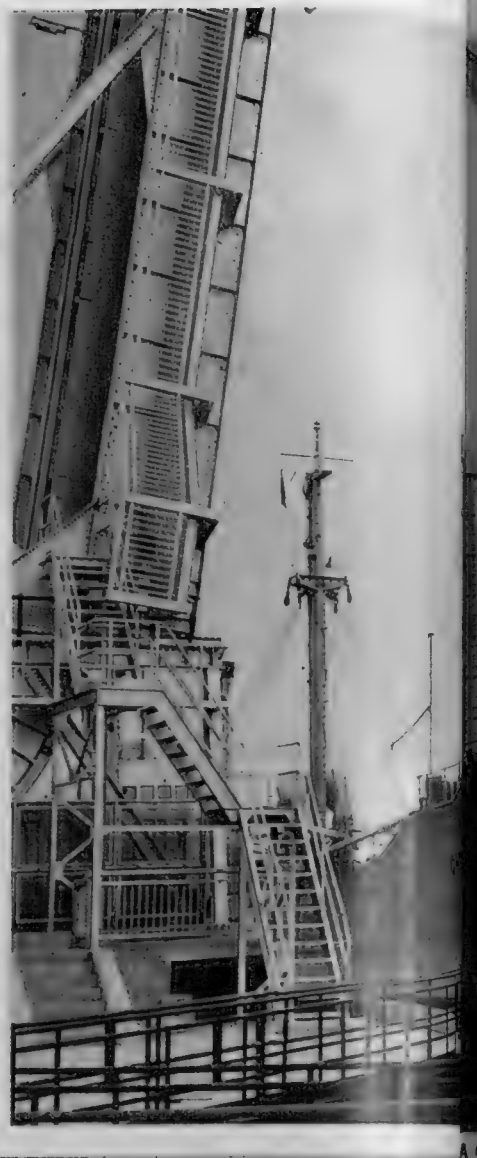
MOVING A VILLAGE: A house is placed on its new foundations after having been moved at Iroquois, Ontario, to a new site half a mile north. The whole village was moved.

Machinery can be shipped from Milwaukee to Liverpool (or, considering prices and the recent pattern of trade, perhaps one should say from Liverpool to Milwaukee) for about 15 per cent. less via the Seaway than through Atlantic ports.

Many estimates of the total trade that may flow through the seaway as its potentialities are fully realised have been made in recent years (and, most of them, bitterly disputed). In setting its tolls, the Seaway Authority reckoned on a total upbound and downbound volume of 25,000,000 short tons this year between Montreal and Lake Ontario, with 40,000,000 tons through the Welland Canal; these totals increasing to 50,000,000 tons and 60,000,000 tons respectively by 1968. The tolls are designed to recover the cost of the canal system—some £118,000,000 paid by Canada and £111,000,000 by the United States—over a fifty-year period. The power projects on the International Rapids Section of the Seaway cost some £232,000,000 shared about equally by the Ontario Hydro-Electric Commission and the Power Authority of New York State; this will be recovered over the years through the sale of abundant and low-cost electricity.

"To hell with economics! It 's a magnificent conception and has got to be built," said Stephen Leacock once of the Seaway. It has been built; but to-day its economics, also, seem firmly planted back on earth.

PROJECTS COMPLETED: Ships are now using the canal and the lock at Iroquois, while the dam regulates the flow of the river. On the left is the entrance to the disused Galop Canal, part of the old St. Lawrence Canal system. The Iroquois Lock, 730 ft. long and 80 ft. wide, was the first major completed structure of the Seaway and lifts ships about 6 ft.



IN THE ST. LAMBERT LOCK OF THE ST. LAWRENCE SEAWAY: The grain carrier *Prescodoc* approaches the Victoria Bridge during her passage through the lock near Montreal. On June 26 the official opening of the Seaway by the Queen and President Eisenhower took place in the vicinity of this lock.

THE MOST WESTERLY OF THE NEW LOCKS ON THE SEAWAY: A ship is passing through the Iroquois Lock. At this point, ships by-pass the Iroquois Control Dam which controls the level of Lake Ontario. The Iroquois Lock was the first to be completed and has been in use since the summer of last year.

ON HER WAY TO THE SEA: The Swedish ship *Elisabeth* continues her journey to Montreal after passing through the Cote Ste. Catherine Lock. Ships began passing through the Seaway at the end of

WHEN *Britannia*, carrying the Queen and President Eisenhower, passed through the specially constructed ceremonial gates at the approach to the St. Lambert Lock to inaugurate officially the St. Lawrence Seaway, hundreds of ships had preceded her. The Seaway had been open since April, the beginning of the 1959 navigation season, with a queue of ships previously congesting Montreal and the lower reaches of the river, waiting for late ice to be cleared. On April 25 the first seagoing ship entered the St. Lambert Lock and soon afterwards the ports of the Great Lakes were busy with their first foreign arrivals.

From the Atlantic to the head of the Great Lakes, 2,300 miles away and 602 ft. above sea-level, there is now a deep waterway. The Seaway proper, as a jurisdiction and an operating body, is some 400 miles long, stretching from Montreal to Lake Erie. With a minimum depth of 27 ft., the waterway is a system of locks and channels to overcome the series of falls and rapids on the upper reaches of the river and to connect the Lakes. In the construction of the Seaway seven new locks were built between Montreal and Lake Ontario—five by Canada and two by the United States—to replace the twenty-two old locks and canals of the old St. Lawrence Canal system.

The first feature of the Seaway is the 18½-mile-long canal allowing a complete by-pass of the Lachine Rapids, the first natural barrier to navigation on the St. Lawrence. The new canal has a width of 225 ft., giving ample room for two ships of the maximum beam allowed (75 ft.) to pass. The two locks on this stretch—the St. Lambert Lock and the Côte Ste. Catherine—provide a total lift of 45 ft. All the seven new locks of the Seaway have the same general dimensions, patterned on those of the Welland Canal between Lake Ontario and Lake Erie, which was completed in 1932. The locks have a usable length of 800 ft., a width of 80 ft., and a depth over the sills of 30 ft.

Leaving the first channel, ships pass through the lock at St. Louis to enter the Soulanges Section, which is 14 miles long. Here ships are lifted a further 82 ft. by the Soulanges and Beauharnois Locks. Afterwards there is Lake St. Francis, followed by the International Rapids section. The last of the three new locks are on this 47-mile length and provide a total lift of 92 ft. Close together on Long Sault Island are the Dickenson Grass River and Eisenhower Locks, built by the Americans. These raise ships to the level of the power pool created by the damming of the river for the hydro-electric power projects. The Iroquois Lock, to the west, enables ships to by-pass the Iroquois Control Dam. Ships then pass through the Thousand Islands section and Lake Ontario. Only dredging in one or two places was needed here

A GERMAN SHIP ON HER WAY UPSTREAM: The *Christa* is about to leave the Cote Ste. Catherine Lock during her voyage from the Atlantic. This lock is the second of seven between Montreal and Lake Ontario.

MAKING USE OF THE SEAWAY

Hundreds of Ships Have Preceded "Britannia" on the Passage to the Great Lakes

A GRAIN CARRIER APPROACHES THE LOWER BEAUHARNOIS LOCK: The Canadian grain carrier *Ralph S. Misener* is seen beyond part of the machinery which will be used to block the canal for inspection purposes or for repairs. *Ralph S. Misener* is one of the larger type of grain carriers.

CLEARING DEBRIS: It is being cleared from the gates of the St. Lambert Lock. The debris which may hamper the work of the gates floats down from Lake St. Louis.

To reach Lake Erie from Lake Ontario vessels sail through the Welland Canal. In this canal there are eight locks. Three of them are twin locks, allowing for two-way traffic, but at the others ships may have to wait while other craft are locked through. It is here that the most serious congestion difficulties of the Seaway have taken place. Between the other lakes, work on deepening channels to the required 27 ft. is still in progress and will not be finished for at least a year.

Begun in the autumn of 1954, the St. Lawrence Seaway, with the power projects associated with it, is said to be the greatest engineering programme ever undertaken in North America. The cost, shared by the United States and Canada, is estimated to be four times that of the Panama Canal half a century ago—about the time when champions of the Seaway were beginning their own campaign for the project.

HIGH BRIDGES ACROSS THE SEAWAY: The Honore Mercier Bridge, in the background, is one of four in the Montreal area which have been rebuilt to give a clearance of 120 ft. The bridge in the centre, known as the Caughnawaga Bridge, has had two lift spans installed. They are seen in the raised position to allow the passage of a ship along the canal.

ONE OF CANADA'S GREATEST INDUSTRIES: Grain elevators, used for storage purposes, stand at the docksides between Fort William and Port Arthur, in Thunder Bay, on the coast of Lake Superior.

TAKING LOGS TO THE PAPER MILLS OF NEWF LA tion's mills at Corner Brook, Newfou Th during the spring. The Corner Brook mi

ARMS PRODUCTION: Crusted with ice, the 9-m.m. Sterling sub-machine gun lies on a tray after being frozen for several hours as part of a test. In England the gun is designed and manufactured by the Sterling Engineering Company Ltd., and is produced in Canada by the Canadian Arsenals Ltd.

ANGLO-CANADIAN TRADE

The Expanding Dominion Offers a Promising Market for British Goods

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

On left—
CARS FROM G BRITAIN: Rootes vehicles, worth £100,000, line the qu Birkenhead before loaded into the *Cape Sable* for ex Canada. Sales of cars to the Domin recently been risi sharply, in contrast former limited C market they were because of the prefer American cars. The the improved perfo and the improved ser spares facilities in for cars made in the Kingdom have all towards the increas

LOOKING back, nobody would have selected the year 1958 as an ideal one in which to try to begin implementing new plans for the development of transatlantic trade. The United States was still in quite a deep recession at the beginning of the year, though that recession began steadily to "saucer out." Canada, whose economic fortunes are linked sometimes too closely for comfort with those of her massive neighbour, was if anything rather worse hit, and coming out of it a good deal more slowly. Britain, after two years without significant economic growth, did actually experience a decline in economic activity during last year, though a much milder one than on the other side of the Atlantic. The Canadian Government, and businessmen both in Canada and Britain, had planned hopefully for a significant rise in Anglo-Canadian trade, with the benevolent concurrence, at least, of the British Government. But neither Governments nor businessmen have yet as much control over the world economic climate as they might like.

In this inauspicious year, even so, a start was made. As Mr. George Drew, High Commissioner for Canada in London, put it this spring: "British exports to Canada did increase by 1 per cent. (to about £188,000,000). That may not seem very much at first glance, but it should be remembered that this gain to the highest point in history was made at a time when Canada's total imports dropped by 8 per cent." Britain's sales to Canada did indeed go up during the year by about £1,800,000; Canadian purchases from the U.S. fell by £150,000,000, about 11 per cent.

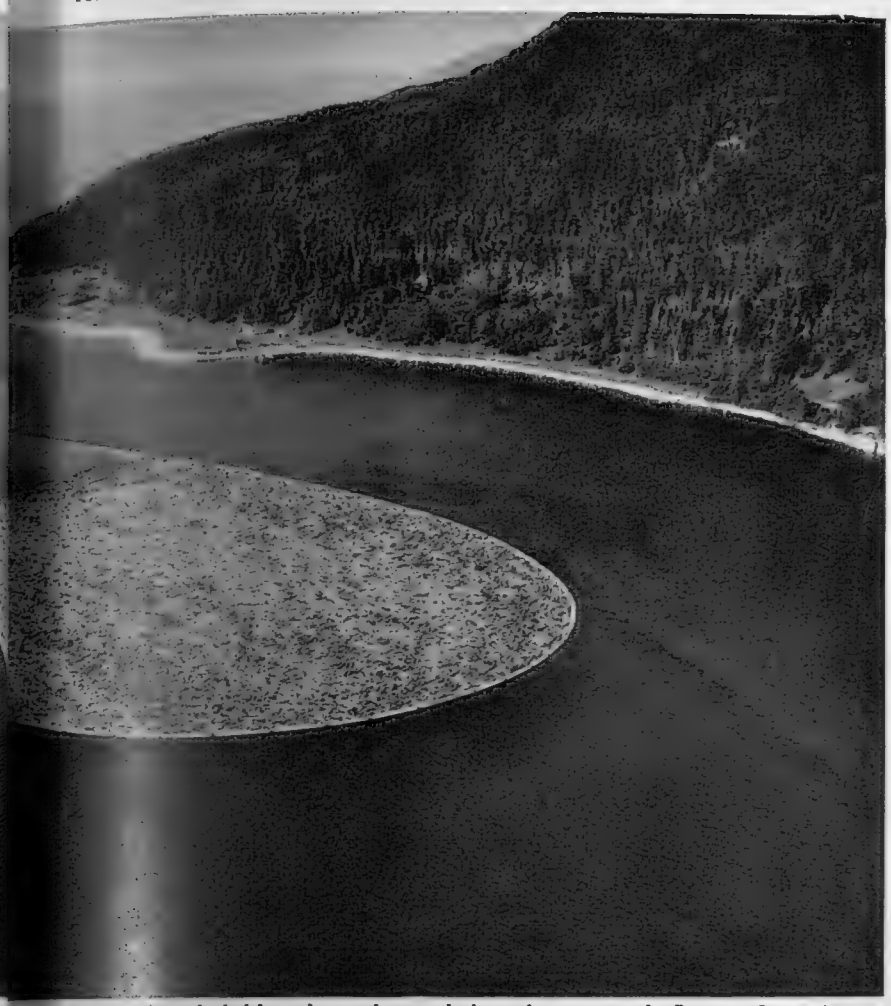
These statistics of actual transactions during a recession year for both trading partners, moreover, do not adequately express the considerable widening of contacts that has been taking place between British and Canadian business. A better indication, perhaps, was given at Toronto's National Industrial Production Show in May this year. There were about twice as many British subsidiaries and agents exhibiting British equipment and products this year as at the last show, in 1957; in addition, thirty-seven British engineering firms staged a group display of machinery from Britain that caused a considerable impression among the 20,000 potential customers attending the show.

This initiative of the engineering centre at Birmingham was one of the things that have given Canadians a feeling during the past eighteen months that more British firms are now prepared to approach the Canadian market on its own terms. This was not always so. Canada is a rich and rapidly growing market, establishing tastes that are certainly not British nor wholly in line with the patterns of consumption in the United States. Its tastes certainly include a larger proportion of foreign goods than those of the American citizen—Canada bought about 31 dollars' worth of British goods per head of population, for example, last year, while the United States spent about 4.50 dollars a head—because it has not yet the prodigiously developed consumer goods industries of the United States.

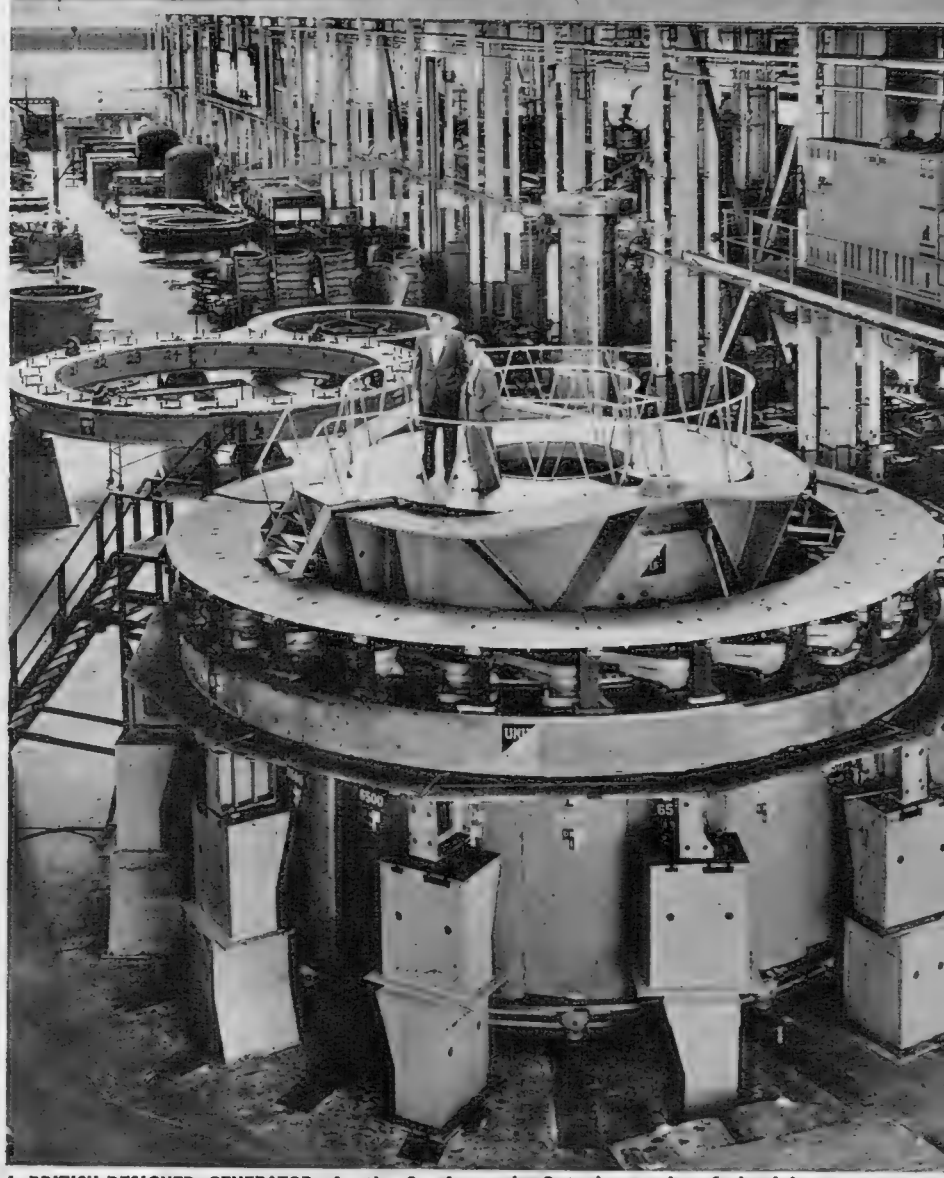
It is also a series of markets rather than one; regional differences are far more important along this narrow strip of land stretching across a continent than in the relatively tiny, compact, crowded national market of Britain. All of these markets are geographically close to parts of the United States; yet British goods can often compete favourably with the American because of higher quality, technical design and workmanship, if the sold and presented properly. In terms of pro these are not necessarily expensive markets to pe there are no national newspapers, and the foreig can seek his specialised clients through a compre network of trade papers and a variety of local news

Though Canada has a growing sector of manufa industry, its main economic strength is still as a primary producer of grain and industrial materials recover from recession rather more ponderou example, than the manufacturing industries of the States and Britain). Britain's main exports to Can still chiefly in the field of supplies for these ind and the country's basic services—power and trans

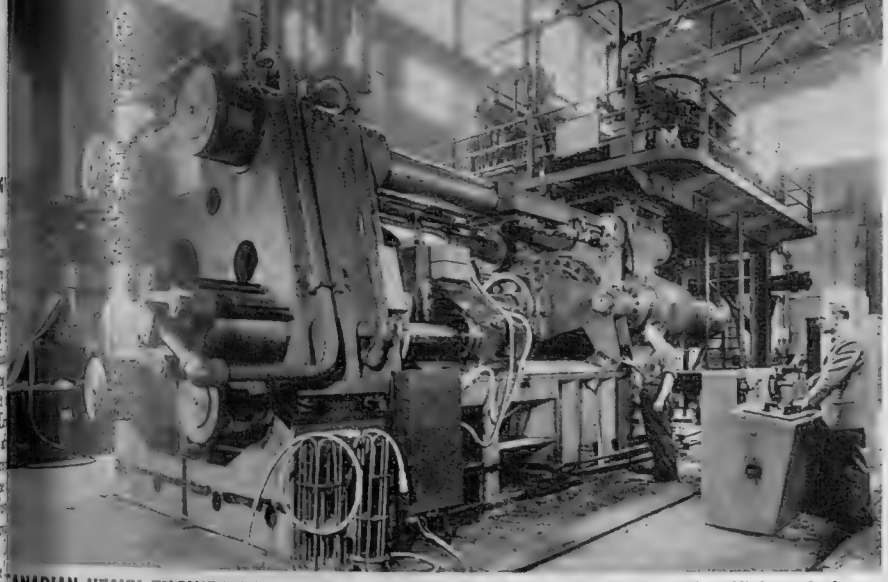
With the predominance of hydro-electric supp Canada's power system, it is not surprising that A manufacturers should be responsible for much equipment used there, benefiting from the nature o own home demand as well as from proximity. British companies, including Associated Electrical tries, Parsons and English Electric have manag supply quite a high proportion of this water powe in the past and have extensive contracts in han So far as steam power plant is concerned, they principal suppliers; and though Canada has its ideas and research resources in the nuclear field



NEWFOUNDLAND : Pulpwood, encircled by a boom, is towed along the coast to the Bowater Paper Corporation's Newfoundland mills, recently visited by the Queen, are among the largest and most modern in the world. The logs, mostly cut in the autumn, have been floated down to the sea along the swollen rivers Brook



A BRITISH-DESIGNED GENERATOR: In the Scarborough, Ontario, works of the John Inglis Company Limited (an associate of the English Electric Company) is a fixed-blade propeller turbine designed by English Electric. It was installed in the Canadian part of the Moses-Saunders Power Station on the International Rapids.



CANADIAN HEAVY ENGINEERING: Engineers at the Montreal works of Canadian Vickers Ltd. are working on an aluminium extrusion press for the Aluminium Company of Canada. The Queen visited the huge aluminium works at Arvida, Quebec, early in her tour of Canada.

FOR THE CANADIAN OIL INDUSTRY: A vacuum unit, 64 ft. long, of stainless steel clad over mild steel plate, is loaded on to a trailer at Montreal. It was made for the British Petroleum Company's new oil refinery being built near Montreal.

has already received an order for a generator to go into an experimental nuclear station. But power is becoming an increasingly competitive market, with bids both from European manufacturers and increasingly from Canadian makers themselves, whose range of equipment is widening.

Britain has always built a high proportion of the ships registered in Canada; it has never had much of the market for locomotive and rolling-stock; it is now supplying a majority of the aircraft used by regular airlines in this most air-minded of all countries, and subsidiaries of British aircraft companies build and export most of the small bush aircraft used for everyday communication and company or even personal transport in areas inaccessible by other means. Canadian Pacific Airlines have bought Britannias; Trans-Canada has bought Viscounts, has Vanguards on order, and even in the American D.C.8's that it has on order from California, will be using Rolls-Royce engines. De Havilland has a substantial trade in Beavers and Otters for the bush communications. Hawker-Siddeley, whose Avro Canada subsidiary was perhaps the most ambitious subsidiary of any British aircraft group, had bad luck when retrenchment on defence stopped production of its Arrow fighter some months ago; it has a wide variety of other activities in Canada.

Until recently, British competition in the Canadian motor market had been somewhat limited; situated just over the border from Detroit and, indeed, making some car models itself for the great American manufacturers, Canada seemed firmly wedded to the large, lush American automobile, with its convenience for long, punishing journeys. Of late, however, sales of British cars have been rising quite markedly; partly because General Motors' dealers are now selling the Vauxhall along with G.M. models made in North America, but also because price and the increasing "roadability" of British cars are beginning to weigh heavier in the balance. So are improved service and spares facilities.

Canada has been Britain's largest customer for wool textiles for years, and this industry has long been Britain's best earner of Canadian dollars, supplying about a third of the whole Canadian consumption of woollen and worsted cloths. The bulk of this goes to Canadian textile and clothing manufacturers, though some goes across as fully or semi-manufactured garments. It is this kind of trade, serving the Canadian consumer directly or semi-directly, in which Britain has perhaps the best chance of improving its exports over the next few years. The manufacturer buying capital equipment buys on specification and price; he usually knows the reputation of British makers in the field, and direct negotiation is more use to him than promotion or effective advertising. But the Canadian consumer, wooed through the Canadian store buyer and the Canadian Press, is much less familiar with the British firms presenting their wares for her approval. She is perhaps more conservative and less flamboyant than her cousins to the south; but she has nearly as much "disposable income" after paying for necessities, and considerably less, in most cases, to spend it on.

One of the lessons of the most recent recession in the United States has been that even when unemployment at home reaches by European standards quite high levels, there are large numbers of consumers who do not need or desire to cut down their luxury spending on the "different" imported article. Canada is not quite so affluent; its pattern of industry is again more thinly spread and localised, so that recession can bring quite severe distress to whole townships. But as its expansion reasserts itself, its citizens are growing in numbers and wealth all the time—not least through the completion of some great service projects, such as the St. Lawrence Seaway itself. No more promising—or more well-disposed—market for British goods can be found anywhere.

EASTWARDS TO THE ATLANTIC

The Final Stage of the 15,000-mile Journey

BACK TO ONTARIO: Queen Elizabeth and Prince Philip, both wearing protective helmets, are seen during their tour of the International Nickel Company's Frood Mine at Sudbury on July 25. The Royal visitors had arrived at Sudbury by air from Winnipeg after completing their long train journey through the prairies.

AT THE SUMMER HOME OF THE GOVERNOR-GENERAL: Mr. Vincent Massey accompanies his Royal guests from Batterwood House, Port Hope, Ontario, on their way to church. The Queen and the Duke were staying at Batterwood for their final rest period of the tour. In the background is the family of Mr. Massey's son, Lionel.

FORMAL OCCASIONS IN WINNIPEG AND HALIFAX: *Left*—Her Majesty is seen arriving at Winnipeg Arena to attend a Gala Performance given by the Royal Winnipeg Ballet Company. *Right*—The Queen is making her speech at the final banquet of the tour just before the departure from Halifax, in Nova Scotia, on August 1. The dinner was given jointly by the Canadian Federal Government and the Provincial Government of Nova Scotia. Mr. Diefenbaker sat on the left of the Queen and Mr. R. L. Stanfield, Premier of Nova Scotia, on her right. After the dinner the Queen and the Duke went aboard the Royal barge and sailed through lines of floodlit Canadian warships to their 'plane.

Edinburgh Festival of 1959

A Survey of the Varied Programme for the Next Three Weeks

THE thirteenth Edinburgh Festival of Music and Drama, to give it its full style, begins to-morrow (August 23) and finishes on September 12. As usual, it will be opened with a Service of Praise and Thanksgiving in St. Giles' Cathedral and in the evening the opening concert will be given by the Royal Philharmonic Orchestra, conducted by Sir William Walton, in a programme of his own works.

Edinburgh has now an established tradition. Lacking a native musical son—but, in this respect what could it not do with a *literary* festival?—the Scottish capital has never attempted a Salzburg or a Bayreuth. Catholic taste, a varied range of offerings, has always been its principle. This year Mr. Robert Ponsonby, the Artistic Director, has continued this principle.

To start with music. The alternate conductor to Sir William Walton for the Royal Philharmonic is Rudolf Kempe, who has so much enhanced the reputation of London's Covent Garden over the past years. He will also be one of those conducting the London Mozart Players. The final concert, on September 12, will be given by the Czech Philharmonic Orchestra under an old friend of Edinburgh, Hans Schmidt-Isserstedt. The Czech orchestra will also be conducted by him on September 10 and by Karel Ancerl on September 11.

In the orchestral programmes three young British conductors will be heard this year for the first time at Edinburgh. They are: Alexander Gibson, Colin Davis and Raymond Leppard. The last-named brings his own Leppard Ensemble to the Freemasons' Hall in the last week. The Royal Opera of Stockholm give a splendid example of Edinburgh's "varied menu." Verdi's *Rigoletto* and *A Masked Ball* are in the romantic style. (The latter is being given in Swedish.) Wagner's *Die Walküre* is opera in its grandest style. Alban Berg's *Wozzeck* is a social document set to music of the fate of mankind between the two world wars of this century.

Stockholm also presents, for the first time outside Sweden, Karl-Birger Blomdahl's *Aniara*. This opera's world première was in the Swedish capital on May 31 last. Blomdahl has obviously been influenced by Berg, both in his music and in his conceptions. *Aniara* is set in an unspecified time in the future. Based upon a libretto adapted from Harry Martinson's poem, it tells of refugees fleeing in a space-ship from a lethally radioactive earth to the security of another planet. But they are "space-wrecked" during the voyage. The opera will certainly be one of the chief talking points at this year's Edinburgh Festival.

Three ballets take the stage at the Empire Theatre during the three weeks of the Festival. The first will be Les Ballets Jean Babilée from France. The second the National Ballet of Finland, and the third the American Jerome Robbins Ballet. The last-named company will include in its repertoire a new ballet for which the music has been written by Aaron Copland. On the musical side of the Festival there will also be, as usual, a number of recitals by soloists, quartets and others.

Drama includes the Old Vic Company in Congreve's *The Double Dealer*, the Birmingham Repertory Theatre in *Gammer Gurton's Needle* and *Fratricide Punished* and the Perth Theatre Company in the world première of a play by Eric Linklater, *Breakspear in Gascony*.

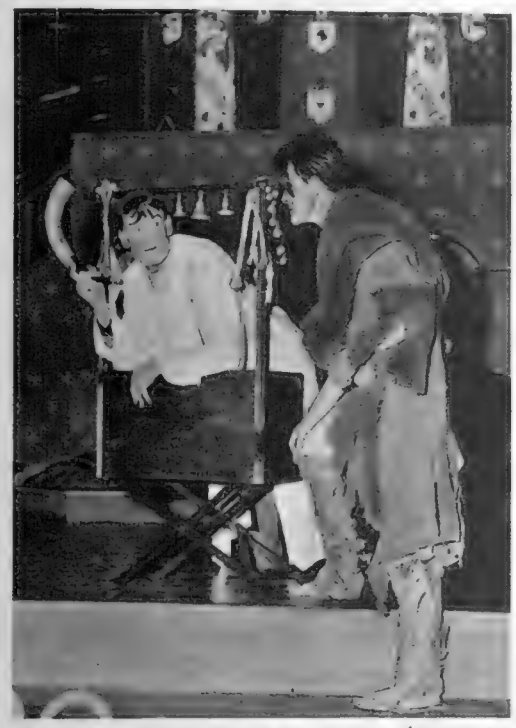
Although the Burns bi-centenary fell early this year, Edinburgh is naturally taking cognisance of it. Readings from the poet's works will be given in the Lyceum Theatre on September 2, for which Compton Mackenzie will be the compère. There will be six late-night programmes devoted to the lighter side of Burns, in which the second half will consist of the "cantata" *The Jolly Beggars*, first heard at the Braemar Festival a few years ago. One of the concerts of the Scottish National Orchestra which Alexander Gibson will conduct has in its programme *Sinfonia for two Orchestras*, specially written for the Burns centenary by Iain Hamilton. There will, of course, be other late-night entertainments. Among those appearing in them will be Anna Russell, who has delighted so many Edinburgh audiences by her ability to "take off" the Festival; and Michael Flanders and Donald Swann, whose fame as a two-man act has long since spread far outside London.

This year's art exhibition at the Scottish Royal Academy will consist of masterpieces of Czech Art—paintings and sculptures—from the fourteenth to the twentieth centuries. It is hoped that this exhibition will be shown elsewhere in Britain after the Festival. Perhaps the most spectacular of events during the three weeks—the Military Tattoo—will be held as usual under searchlight on the Esplanade of the Castle.

Finally, let all those who go to Edinburgh for its Festival remember that the city has a wealth of architecture deserving of examination, as the drawings on the next two pages show.

MUSIC AT THE EDINBURGH FESTIVAL: Alexander Gibson conducts the Scottish National Orchestra in two concerts this year. Mr. Gibson is one of the three young conductors making their first appearance at the Festival.

BALLET FROM FINLAND AND FROM FRANCE: *Left*—Jaakko Latti and Una Onkinen dance in *Circle of Roses*. This is one of the ballets being given by the National Ballet of Finland. *Right*—Jean Babilée in *Le Jeune Homme et La Mort*, danced by Les Ballets Jean Babilée. The American Jerome Robbins Ballet will also be seen.



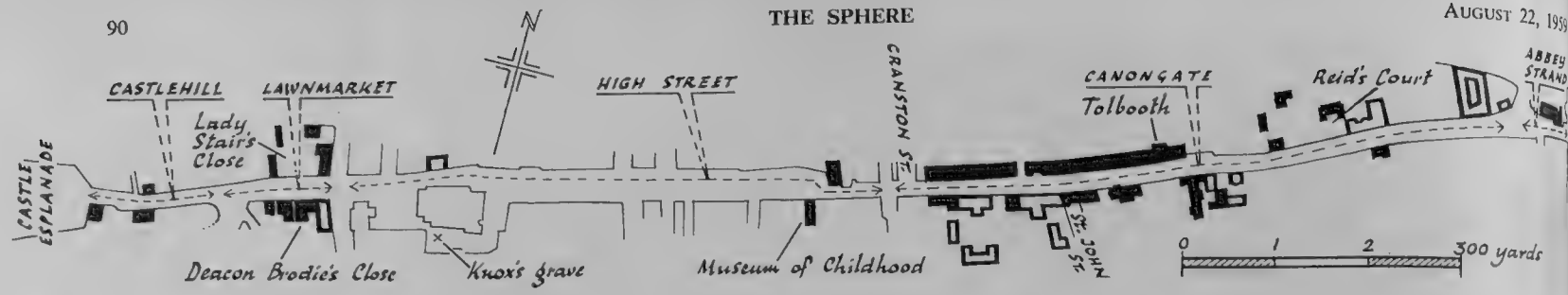
A TRADITIONAL SCOTTISH PLAY: *The Thrie Estates* will be performed for its fourth season at Edinburgh. Sir David Lindsay's sixteenth-century play was first performed at the Festival in 1948.

OPERA FROM SWEDEN: Hugo Hasslo has the title-role in *Rigoletto*, which is being given by the Royal Opera of Stockholm at the King's Theatre. In their programme are also *Die Walküre* and Berg's *Wozzeck*.

LIGHT RELIEF: Anna Russell considers her "props." Once again she will be appearing in late-night shows.

"A REVUE OF MANKIND IN SPACE-TIME": Such is the sub-title to K.-B. Blomdahl's *Aniara*, being given by the Stockholm Opera, for the first time outside Sweden. The picture shows Kjerstin Deller as Daisi Doodi in the Yurg dance scene. *Aniara* had its world premiere in the Swedish capital last May.

AN EARLY ENGLISH COMEDY: *Fratricide Punished* is being presented by the Birmingham Repertory Theatre. The other English comedy which the Birmingham Players are performing is *Gammer Gurton's Needle*.



THE "ROYAL MILE": The areas in black on the sketch map show houses restored, under restoration or being rebuilt. In heavy outline are represented some areas scheduled for attention and of particular interest in the scheme. The High Street, apart from St. Giles's, Parliament Hall and the City Chambers, is of less interest in showing how the restoration plan is developing than the Lawnmarket and the Canongate, with their many historic houses.

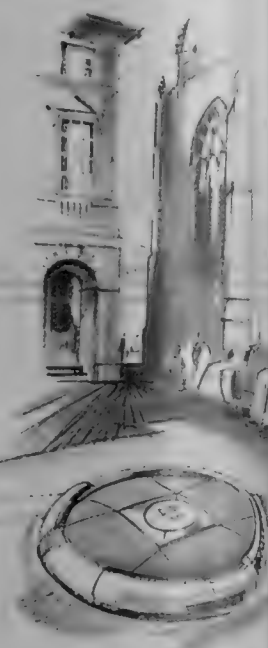
FROM CASTLE TO PALACE

Restored Buildings in Edinburgh's "Royal Mile"

The many visitors to the Edin Festival will have the chan seeing the progress made on the Corporation's work of restoring ings along the "Royal Mile." Stre from Edinburgh Castle Esplanade Palace of Holyroodhouse, the mi sists of five streets—Castlehill, the l market, the High Street, the Cano and the Abbey Strand. It is some called the "Historic Mile," the streets, with the closes (courtyards being steeped in historical and l associations. The names of Stevenson, Burns, Boswell, and Sc spring readily to mind. The Street, the business part of old burgh, has many unhappy exampl the haphazard building that took up to fifty years ago. For this r the buildings there, apart from Church of St. Giles's, Parliament and the City Chambers, are lik prove less rewarding to the visitor those in the other parts. Bu exploration of the latter should "must" for all visitors to Scot capital. The restoration work inc the building of new flats.

IN THE LAWNMARKET: On the left is Buchanan's Court and on the right Deacon Brodie's Close, their original façades maintained in the completed exterior restoration work; work is still being carried out inside by the City Corporation of Edinburgh.

Below—
HOUSES IN THE CANONGATE: On the extreme left is Panmure House, associated with Adam Smith, the economist, and on the right Acheson House, now the Canongate Church manse.



LADY STAIR'S CLOSE: One of Edinburgh's museums, Lady Stair's House (right) contains a permanent exhibition of relics connected with Sir Walter Scott and Robert Burns.

JOHN KNOX'S GRAVE: plaque in Parliament S marks the approximate the burial-place of the gre tish reformer who died in

LITERARY AND HISTORICAL ASSOCIATIONS: In the rooms above the archway in St. John Street, Tobias Smollett lived with his sister in 1756. This building, completely restored, has become an extension to Moray House (now a teachers' training school), where James Ballantyne, Scott's printer, was often visited by the author. The house has other historical connections, Cromwell having stayed there in 1648 and 1650. On the left is derelict property which is scheduled to be restored in the future.

Above—

EAST OF CRANSTON STREET: Taking the place of condemned property, an entirely new line of flats in the "Royal Mile"—with colour-washed housefronts alternating with natural stone and timber projections and arcaded shops—blends with the adjoining tenements of 200 to 300 years ago.

Drawings by John Mackay

Below—

AT THE ENTRANCE TO THE PALACE: The arched doorway in the old buildings, which are in the Abbey Strand, leads to a permanent exhibition of the best and most important buildings in Scotland. On the right is the gateway leading to the forecourt of Holyroodhouse, Scotland's chief Royal palace.

THE CANONGATE TOLBOOTH: The drawing is of a corner of the interior of the building, built in 1591 and now an extension to the City Museum in Huntley House nearby.

Above, left—

A UNIQUE INNOVATION: The display is in the Museum of Childhood in the High Street. Three storeys of the building contain an exhibition of a rare collection of children's toys, portraits, costumes, prints and periodicals.

A SECRETIVE COUNTRYSIDE

The Grassy Plain of Romney Marsh is Dotted with Sheep and Lonely Churches; Renowned for Smuggling, the Area is Still Isolated

By BRIAN VESEY-FITZGERALD

THE Romney Marsh is a half-moon of level land about 17 miles long at its greatest length by about 12 miles at its greatest width. Actually the area commonly known as the Romney Marsh is made up of a number of marshes: the Romney Marsh proper, which forms the north and east of the area and is bounded on the north by the Royal Military Canal, the Walland Marsh which joins it on the south, the Denge Marsh which lies between the shingly spits of Dungeness, and the Guldeford Level on the west. The whole, with the exception of a few acres of the Guldeford Level, lies within the County of Kent. It is only a matter of some 65 miles from London, about 14 from Folkestone and about 20 from Hastings.

In these days of the high-powered motor-car nobody could possibly call it far from anywhere; nobody could possibly call it inaccessible. And yet—well, there is an old saying that the world consists of Europe, Asia, Africa, America and the Romney Marsh. That saying originated in the days (not so far distant) when the Romney Marsh was inaccessible, was pretty well cut off from the neighbouring land of Kent and Sussex. But river, from source to mouth, flowing through both Old Romney and New Romney to the sea. Now it finds its way to the sea to the south of Rye, a good 10 miles to the westward, and is a Sussex river. This drastic change in course (which was not man-aided) seems to have happened at the end of the thirteenth century. The old channel, by the way, can still be clearly seen between Hammond's Corner and Old Romney.

These natural changes are still taking place, particularly to the south-east of Lydd. There the strange shingle desert of Dungeness—the loose shingle covers some 6,000 acres—advances out to sea at the rate of about 20 ft. a year. But man has worked hard to aid nature. The Romans started extensive drainage operations and built a great sea-wall at Dymchurch; the Saxons built another from Appledore to Rye, a great wall over 80 ft. wide; and the work has gone on ever since, culminating in the enclosure of Rye Salt Marsh in 1833. It has not yet finished; for the Ministry of Agriculture has recently approved in principle a £275,000 scheme for the drainage of Shirley Moor, which lies on the edge of the Romney Marsh and which is subject to heavy and widespread flooding.

FAIRFIELD CHURCH, ON ROMNEY MARSH: Carefully restored at the beginning of this century, the little church of the parish in Walland Marsh was found, although much disguised under eighteenth-century alterations, to be of old timber framing filled in with brickwork. Previously plaster was used. The three-decker pulpit still remains.

it is not wholly inappropriate even for to-day: though so small, it has about it a Continental vastness: though so close to busy centres of population, it is still withdrawn and remote, still seemingly cut off from the main stream of county life.

I think—and I have done it from every direction—that the best way to approach the Romney Marsh is from Winchelsea. For, as you leave Winchelsea, you see spread below you—and it really does seem to be quite a long way below you—a flat grassy plain: the Romney Marsh. It is almost as though you were standing on a cliff and looking down upon saltings when the tide is out. And when you come down from the cliff and walk about on the marsh you get—or, at any rate, I get—the same feeling; the feeling that you are walking about on land that has recently been inundated by the sea, that the tide may turn at any moment. In fact, it is the other way round. This is land which has been reclaimed from the sea, and a long while ago at that.

All the reclamation has not been done by man. This whole area was once a bay of the sea—the old coastline must have run roughly from Winchelsea to Appledore and on to Aldington—with a large shingle bank protecting the entrance. This shingle bank acted as a barrier for the silt brought down by the Rivers Brede, Rother and Tillingham and so, over the centuries, built up a vast salt marsh. This meant that the rivers were constantly changing their courses. It is difficult to believe it now, but the Rother was once a Kent river: entirely a Kent

This constant battle with the waters—and it has, in truth, been a constant battle; momentary lapses in vigilance resulting in immediate encroachment by the waters—has had, I think, its effect on the folk of the marsh. They have been too busy to be sociable, although, if you go only to the fringe of the marsh, especially to the seaward fringe (which is what the holidaymaker does), you do not notice this. The seaward fringe, particularly at Dymchurch—which, incidentally, is the seat of government for the marsh (it is known as the Lords of the Level of Romney Marsh)—but pretty well all the way along this flat coast—has kept abreast of the times.

In other words, the coast road here has experienced the full impact of modern progress: bungalows, shacks, caravans, bikinis, the lot. If you just go to the seaward fringe of the marsh, anywhere between Littlestone and Dymchurch, you will not find it so very different from the rest of seaside England, either architecturally or in the matter of overcrowding.

The contrast between the seaward fringe from Littlestone to Dymchurch and the marsh itself is quite startling. The marsh itself is very sparsely populated. There are cottages and farms here and there, and occasionally little bunches of them, which boast the title "village," but which are really no more than hamlets. But, as Richard Church has pointed out in his superb book *Kent*, they appear all to be deserted. "Do," he asks, "the natives go indoors and barricade themselves against the passing of a stranger? I suspect that is what happens, for seldom is one of them encountered face to face." And he goes on to recount how he asked an old man the way. "The old marshman dropped his head somewhat, so that the sunbleached brim of his felt hat hid his eyes. Then he turned aside and spoke over his shoulder a few syllables heavy with suspicion, 'Cross the bridge.' Nothing more would he say." I cannot say that I have ever been treated quite as curtly as that, but I have noticed, time after time, the same turning away when spoken to and the same disinclination to enter into conversation. This is not shyness and it certainly is not rudeness. It is just something inbred in a population thinly scattered over difficult and isolated country: a natural suspicion of strangers, most of whom, over the centuries, have probably come only to interfere.

Some of the activities on the Romney Marshes were of a kind liable to sudden interference by strangers. Wandering about the marshes, the visitor cannot but be struck not only by the sparseness of the population, but also by the number of churches: and by the great size of some of them. This has struck me forcibly every time I have been there. Judging by the number of churches scattered over the area, you would think that once these marshes supported a large population; that once there were villages, which have now altogether disappeared. But we know that this has never been the case. Then why the churches? It is true that once all this land, or by far the greater part of it, belonged to the monks of Christchurch, Canterbury.

But I do not believe that even the most devout of monks built churches in isolated and virtually uninhabited marshes just for fun—or even to the glory of God. Consider the church at St. Mary-in-the-Marsh. True, there is a holiday camp near by now: but what was there before? Consider the churches at Brookland and Ivy Church: who filled these vast interiors? Consider the ruined churches that are dotted about the marsh. Consider the little churches at East Guldeford and Fairfield, just dumped down in the marshes, lonely and apart. True, there is now a bungalow town near the latter: but, until recently, there was not a road to either and, in winter, you could approach them only on horseback. It seems strange to build churches in such situations: it seems very strange to have built so many for the worship of so few.

The churches are strange, too. Many of them have long double naves and no transepts, clear glass and no frills: they look more like barns than churches. (This is particularly true of Fairfield, which is a simple barn-like structure of timber and plaster with brick walls, with nothing anywhere near it, except sheep.) Maybe these buildings served a double purpose? These marshes were much favoured by smugglers, and many of the churches are traditionally (and, I think, reliably) linked with their activities. They were contraband storehouses as well as places of worship: some of them infrequently the latter, judging by their situation.

All this was not so long ago. As recently as 1892 Murray's *Handbook* stressed the strength of the coast-guard hereabouts and pointed out that they were often mounted. There must be men and women living on the marshes to-day who can remember the old secret traffic, who were taught as children not to answer the questions of strangers. It is no wonder that strangers are still regarded with some reserve. Tradition dies hard.

This is a countryside in which tradition flourishes. This is traditionally sheep country. It has been so for centuries and it has developed its own breed of grass-land sheep, the famous Romney Marsh. Here faith in sheep has never wavered. Kent as a county has a sheep population, at rather more than 70 to the 100 acres, pretty well double that of England as a whole, but this is mainly due to the Romney Marsh, which, even to-day, carries a heavier stock of sheep than any comparable area anywhere in the world: ten sheep to the acre during the summer months, and that without any additional feeding, so I was assured.

Before the war the Romney Marsh was virtually all permanent grassland. The ploughing-up campaign altered that, and now there is some arable: though I was assured it gets less year by year. But the sheep did not go (as they did in so many parts of the country). It might be thought that this is because these flat, pretty well treeless, pretty well fenceless (the ditches form the boundaries), pastures are no good for anything else. And it is true that you see very little else. I do not think that you see anything else in winter (so far as I can remember, but it is a long time since I have been on the Romney Marshes in winter), but in the summer you do see a few bullocks being grazed. Very few though: the neighbouring Pevensey Marsh is the bullock-grazing country, and there you see comparatively few sheep.

But I do not think that there can really be all that difference between the two marshes, though I am no expert and may well be wrong. I think that it is just a matter of tradition. What was good enough for father..., whether it be strangers or sheep. And you have only to look at these Romney Marsh farmers to realise that adherence to this old-fashioned, and oft-derided, maxim pays handsome dividends.

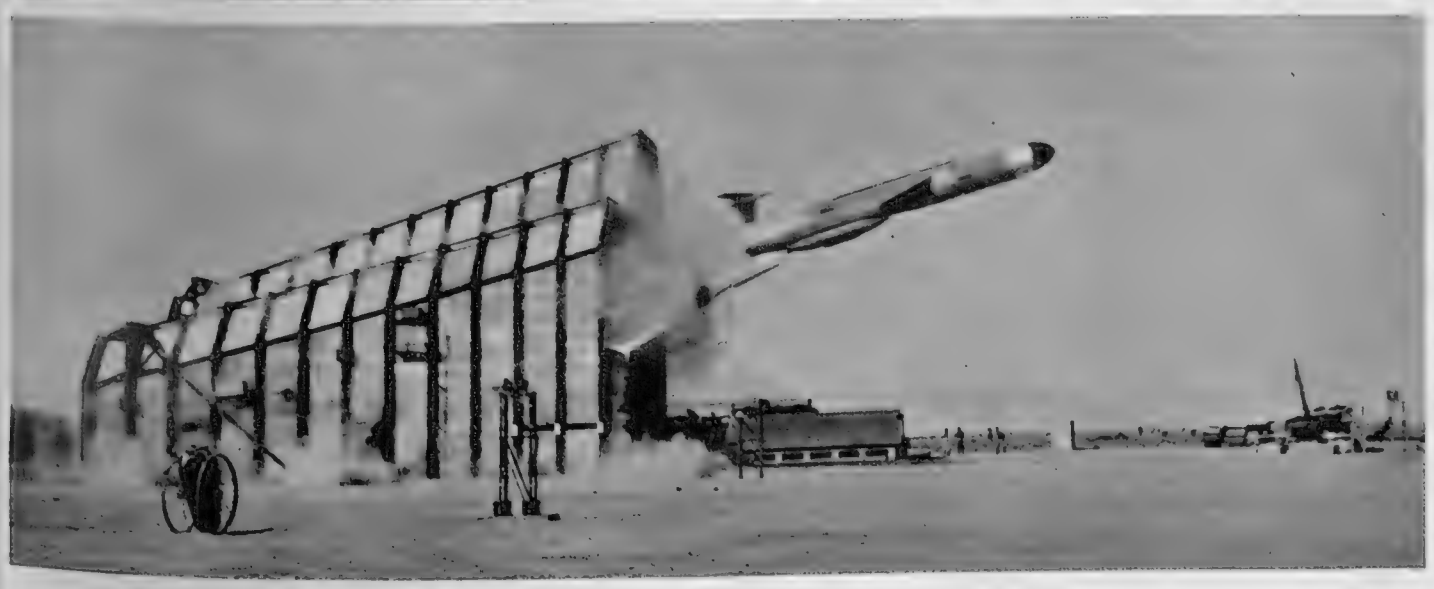
LAUNCH OF A SATELLITE: *Above, left* and *right*—The Thor-Able three-stage missile leaves the launching pad at Cape Canaveral in Florida at the start of its journey to put the *Explorer VI* satellite in orbit round the earth. In both pictures launching gantries can be clearly seen. Known as the "Paddlewheel," named after the four protruding vanes of power-generating solar cells, the satellite became the sixth such object circling the earth, all but one being American. *Explorer VI* achieved the highly eccentric orbit it was aimed to reach: the farthest out from the earth, in its first few revolutions of the earth, was 26,000 miles, and the nearest 160 miles. Weighing 142 lb., the satellite was equipped with devices to map the Van Allen radiation belt, a scanning device designed to relay to earth a very crude picture of the earth's cloud-cover, and 8,000 solar cells (on the sides of the paddles), which turn radiant energy from the sun into electricity. In order to conserve power, the transmitters on the satellite were designed to respond to radio impulses from the earth, so that they could be turned on or off. Later the U.S. successfully launched another satellite, *Discoverer V*. It included an empty container of the type designed to carry a man into space.

THE "PADDLEWHEEL" SATELLITE

Of Unusual Shape, the American Satellite Went Successfully into its Eccentric Orbit

***On left*—**

A NEW U.S. SATELLITE: On each of the four vanes are placed 2,000 solar cells to garner electricity from radiant energy. The spheroid, 26 ins. in diameter, is equipped to carry out many different experiments.



***On left*—**

A RELIABLE WEAPON: The Martin Mace surface-to-surface missile is launched from a "simulated shelter" during a U.S. Air Force test in New Mexico. The cloud of smoke comes from the Aerojet solid propellant booster; in flight the Mace cruises at just under the speed of sound, using a turbojet engine. Considered to be the most reliable and inexpensive of the guided weapons in the U.S. arsenal, the Mace is carried on a special trailer, which also acts as the launcher. It has a range of over 650 miles.

The World of Books

PEOPLE AND ANIMALS

Alan Moorehead's Journeys in Asia; Chelsea at War; Peking and the Boxer Rising; A Great Advocate; Broadway and Hollywood in Fiction

SOMETIMES it is hard to assess the exact motive which has prompted an author to write a book; the impulse or the long-matured plan. Sometimes it is difficult to see why the book was written at all, though that is another thing. But with Mr. Alan Moorehead's magnificent book, NO ROOM IN THE ARK (Hamish Hamilton. 21s.), one can deeply understand at least one of the reasons why a first-class war correspondent, a recorder of revolutions and conflict, should have travelled so much in southern and eastern Africa and should have had such a profound appreciation of the animals and birds whose land that truly is. Mr. Moorehead is still writing about people: the settlers in remote places, the more primitive tribes, and above all the dedicated game wardens, but the great interest in this book, to the reader as to himself, lies in the accounts of animals found in their natural kingdom.

Of all his encounters the writer tells us that the most impressive was with a giant gorilla in south-west Uganda, a magnificent, jet-black male, "the most distinguished and splendid animal I ever saw." He tells us, too, that if confronted by a hostile lion, or elephant, or rhinoceros, there is just one impulse, and that is to run away. But with the gorilla there is an instant sense of recognition and, though you may be badly frightened, you do not have the same instinct to turn and bolt. Mr. Moorehead saw antelopes, tortoises, leopards, hyenas—more animals and more birds and reptiles than I could name. His reaction to them all seems to have been basically the same: to observe them as they lived, to put down on paper what it was like to see them in freedom and now to share with us the tremendous interest which is one of the faces of real happiness.

The Riviera coast of France may seem tame material after such reading as this, but then it is unlikely that anyone would choose to read about both subjects on consecutive days, or even weeks. WITHOUT MY YACHT (Macdonald. 16s.) is a perfectly good, civilised and mildly amusing guide on "How to be at Home in the South of France." Ethelind Fearon is an Essex woman and she has written about her native county with some charm. Here she is tackling another life, another civilisation and another history, but she tackles it with the same calm, unfussed and enquiring spirit as seemed so apt before. The result is a book handy enough, both in fact and format, for the new traveller to take with him to that coast and mountains, and a fresh delight for those who are already familiar with this beautiful region.

A CHELSEA CONCERTO (Cassell. 18s.) reminds us with a sometimes intolerable vividness that Chelsea was the third most heavily bombed area in London during the war and that in its eight months of constant blitzes it was the scene not only of terror and heartbreak but of day-to-day heroism and coolheaded organisation and reorganisation on a truly great scale. Mrs. Frances Faviell, in this compassionate and at the same time meticulous account of it, has confined herself to that part of the complex organisation with which she was herself concerned, a circumstance which gives her book both authority and complete authenticity. She has written of the months of the "phoney war," the first-aid classes, the A.R.P. posts, the resettlement of refugees from Germany and similar fairly peaceable occupations, but she and her friends were still at their places when the war on London began in earnest and she tells of the seemingly endless weeks and then months of bombing and destruction. Reading Mrs. Faviell's book, one feels transported to that time when people lived not so much on their nerves as on their spirit and when courage and even humour were commonplaces of an existence brutally forced into a communal pattern.

THE SIEGE AT PEKING (Hart-Davis. 25s.) is Mr. Peter Fleming's study of the Boxer Rebellion, the political events not only in China but in Europe which led up to it, the siege itself, during which eleven diplomatic missions were beleaguered in the capital, and some of the consequences of this most savage political and national movement. The Boxers themselves had two aims: to protect the Ch'ing dynasty and to exterminate all foreigners and with the foreigners they classed those Chinese people who were converts to Christianity. They were barbarous in battle or in victory and they eventually had the support not only of an openly xenophobe peasantry but of the Imperial family itself. As Mr. Fleming reasonably points out, the events of the rebellion and particularly of the siege were dramatic enough intrinsically to need no heightening of effect from his pen, and he has concentrated—most successfully—on writing the most lucid and complete history of the matter which has yet appeared. Read as a chapter of history, this book is impressive enough: read for sheer excitement or for its elements of the tragic and, sometimes, the absurd, *The Siege at Peking* proves itself to be a masterly piece of work.

The editor of SPAN (Angus and Robertson. 25s.), which is an anthology of stories, essays and poems, calls his volume an adventure in Asian and Australian writing, and that, just about, is what it is. Mr. Lionel Wigmore has collected the evidence (and that is a good word in this connection) that there is a strong, vital, inventive urge to literary expression in those countries so gracefully designed on the end-papers. These include Pakistan, India, Ceylon, Burma, Malaya, Thailand, Viet Nam, North Borneo, Indonesia and the Philippines. Australia, of course, but nothing from New Zealand, the country of Katherine Mansfield and Ngaio Marsh. The collection is lively, full of the discoverer's eagerness and a fine gesture towards Asian and Australian friendship.

THE CASEMENT DIARIES: The five books are diaries for 1903, 1910, 1911, a ledger and a field service book believed to have been used in Africa. The diaries were kept secret after Sir Roger Casement was hanged for treason forty-three years ago; recently the Home Office placed the diaries, over whose authenticity controversy has raged for many years, in the Public Record Office in London, open for inspection by persons with special authorisation. First reports indicated from those examining them that they were genuine as a record of both Sir Roger Casement's public service and of the unsavoury details of his private life. There were regrets that the Home Secretary had not allowed pages of the books to be photographed or ultra-violet ray tests to be made.

In the tradition of the greatest English advo... the Bar was Sir Patrick Hastings, who died sev... ago and has remained quite irreplaceable to his ... his clients and even those people who supposed th... his enemies. His talent was extraordinary, his de... court so direct and original that it often had the ... of an electric shock where a shock was most ... and he had the joy of a family life so united t... bereavements were cruel as mortal blows. N... biography, THE LIFE OF PATRICK HAS... (Cresset Press. 25s.), has been written by one ... daughters, Patricia Hastings, and, in the preface b... Monckton, an old friend and great man of la... words occur: ". . . Sir Valentine Holmes, a ver... judge of advocacy, selects as Pat's great virtue th... of simplification. This quality he shared with Ca... greatest advocate I think I ever heard, who attain... simplicity through mastery of his cases." No on... better that opinion, but it should be added that ... of a brilliant barrister has been written with the ... well as the respect that a man of Patrick Hasting... deserved.

STANISLAVSKI'S LEGACY (Max Reinhard... is a collection of writings by this considerable f... the Russian theatre; articles, speeches, no... memoirs and they have been prepared, ... duced and translated by Elizabeth R... Hapgood with taste and piety from th... which Stanislavski left behind on his dea... than twenty years ago. Instructive and ... fascinating—as when he writes his memo... Chekhov—and above all, an indication ... wide range of Stanislavski's talent, for ... actor, producer, director and founder ... Moscow Art Theatre, which has had an i... able influence on contemporary theatre tech...

There is little of Stanislavski's theory ... first of the two novels this week. DIAMO... THE SKY (Cassell. 15s.) is a story ab... New York theatre, told with a flat realism ... convinces every reader who ever knew the ... from the O.P. side that the author, Mis... Orr, knows a good deal about the stage. ... indeed, she should, since she is the autho... least one New York and one Hollywood ... hit. Her story is concerned with a fir... on Broadway and, leading up to those ... tension, the personal experiences in love, ... scheming and hard work, of every majo... represented in lights above the theatre's ... It is a neat device and Miss Orr does ... neat job with it, at precisely the same de... apprehension and realisation as the ... players, producers and director.

THE SLIDE AREA (Hamish Hamilton. 15s.) ... book of short stories, or sketches, about life in ... wood and has been written by Mr. Gavin Lambe... manages to convey a Hollywood almost too exa... the Hollywood we think must be real. Very occa... he writes about stars, but not about glamour; ... drinking but not about orgies; about starlets but n... overnight successes. His collection of seven pa... the imprint of honesty even more than of candou...

ECCENTRIC EDITOR

Thurber's Portrait of Harold Ross

The portrait of Harold Ross, founder of the *New Yorker* magazine, implanted in the public mind is that of an exhilarating, exasperating genius, forever pacing, both mentally and physically, a dynamic force at all times, and over and above all else one of the great editors of our generation. James Thurber, in THE YEARS WITH ROSS (Hamish Hamilton. 18s.), has written what purports to be a tribute to his former lord and master. That is clearly the intention; this is a labour of love, stemming from Thurber's own devotion to Ross. Somehow or other the tribute seems to misfire. The stories of what went on in the office, the editorial tantrums, the stormy passages with artists and writers, the hilarious editorial conferences (or otherwise), are not quite so diverting in cold print when viewed from this side of the ocean, and one cannot help feeling that the brilliant compilers of Manhattan's sophisticated journal could be naïve to a degree that we are not particularly bothered to hear about. Perhaps Mr. Thurber, in his excess of admiration for Ross, has spoilt the portrait by not being more selective in the material he has used. Two things do emerge most powerfully, however: Ross's intense concentration upon the detail of everything which went into his paper, that capacity for taking pains that marks the great editor, and also Ross's qualities as a man, for he was well loved in his day and fondly remembered now. Surely there is not much more that anyone can ask?

Each of Tolstoy's works abounds in autobiographical details, and gives valuable testimony to his feelings and thoughts at various periods of his life. In fact, few men have put so much of themselves into their writing, Olenin in *The Cossacks*, Levin in *Anna Karenina*, and Nikolka in *Childhood, Boyhood, and Youth*, are surely all artistic transpositions of Tolstoy himself. It is with this in mind, and also having recourse to the remarkable documentary riches to be found in Birukof's four-volume biography, that Modest Hofmann André Pierre have compiled a new portrait of T... They call it BY DEEDS OF TRUTH (Arco P... tions. 25s.). The authors present with pa... clarity that terrible period of anguish at Tolstoy's ... Yasnaya Polyana after his conversion, when he ... a new mode of life, dressing like a peasant, doing ... manual work and adopting a vegetarian diet. T... lived in poverty amid the affluence of his fami... for the most part adored him. Tolstoy's wife, ... grew increasingly hysterical, embittered and tactle... life at Yasnaya was at times a veritable hell. T... that Modest Hofmann is a Russian scholar and ... access to so much original work gives this bio... its essential atmosphere, and although it extends ... just over 250 pages, it is a remarkably detailed ... of Tolstoy's long and dramatic life.

Nina Epton has brought both her wit and her s... ship into play in compiling her new book, LOVE ... THE FRENCH (Cassell. 25s.). She traces th... as she has gleaned it from the Middle Ages ... present day by following the intricacies of the ... which ruled the relations of the troubadour ... dame, love and marriage at the court and in the ... side, love and the revolution (when many folk ... their bonnets over the windmill), the crinoline ... courtesans of the Second Empire, and, finally, ... war and post-war years, the latter with its bitter ... of espionage and betrayals, with families often ...

HOW THE MONARCHY WORKS

There is no reason to suppose that the high-water mark has yet been touched in the output of books about the Royal Family, past and present. On the contrary, the efforts of the Monarchy to adjust itself to democratic notions are best revealed in the fact that Court officials to-day are one and all benevolent Public Relations Officers in their relations with discreet journalists and approved authors who wish to make the Queen and the working of the Monarchy still better known to an ever-interested public. The idea that a veil of mystery should hang over the Monarchy is dead.

In HOW THE QUEEN REIGNS (Hodder and Stoughton. 25s.) Dorothy Laird, a seasoned journalist, was clearly accepted as "safe." Courtiers, royalties, bishops and statesmen, all freely answered her and contributed to the mass of information which supplies a humanised, coloured, but authoritative supplement to Dermot Morrah's *The Work of the Queen*.

How she works, how she plays, her frocks and her friends, dogs and horses, her relations with her Ministers, staff and servants, her tours and interviews, her daily "boxes," her constitutional functions, every facet of her public and private life, hour by hour, day by day . . . all are set down in great detail and with the minimum of error; all of it nice, clean, respectable and respectful stuff, not too sentimental or over-adulating. Tough indeed must be the journalist who can face three years of interrogating busy people to secure the whole truth. Miss Laird is to be commended for her persistence, her hard labours and her harvest. Full and careful as her book is, I would not prophesy it is definitive or the last word. Royalties earn royalties as can no other theme.

"ROBERT THE DEVIL"

Robert Cecil, 1st Earl of Salisbury, wielded even more power than his famous father, Burleigh. It seems odd at first that biographers have avoided him. True, he was a crow among contemporary birds of paradise. More to the point, he illustrates a truth in biography I forever stress. It may take not decades but even centuries before the archives yield up the truth. The Hatfield archives are still not yet ready to shed light on Cecil's last years or to confirm some theories that he was not devoid of romance. He did not deserve all the political hatreds which pursued him through life. Astute in state-craft, for his age he was unselfseeking and impregnably loyal to the Crown. He held the threads in his cool hands of all the weaving tapestry of domestic and European politics and he kept ahead of his rivals by a very modern system of informers and foreign agents.

In THE SECOND CECIL (Eyre and Spottiswoode. 42s.) Miss P. M. Handover has written a most competent biography of this mis-shapen and rather tortured statesman, and if her picture of him discloses little that is new, it is immensely authoritative; for there is hardly a detail which is not supported by documentary evidence and the welcome absence of the arts of the novelist-biographer exactly suits the sombre, dry-as-dust subject and faithful servant of his sovereigns and nation. He was a secret man. He gave little away in his lifetime and, save in a very few passages in his correspondence, left little of a personal nature to be revealed to posterity; and after three-and-a-half centuries some of the truth remains hidden.

John Gore

among themselves. The verdict on the modern generation in France is that there is a good deal more romanticism than we might suspect. It may be that this has always been true, and this survey certainly substantiates the fact.

For centuries English people have been writing about their experiences in India. The number of books on the subject is legion; but now comes the return compliment. At the age of fifty-seven Mr. Nirad Chaudhuri found himself able to take the first trip of his life outside India, and he tells us all about it in A PASSAGE TO ENGLAND (Macmillan. 18s.). Physically he may be a stranger to Europe, but this author is deeply read and obviously sensitive to atmosphere; he has a remarkable awareness of the English character, and one feels that Mr. Chaudhuri is probably much more at home in an English cathedral city than most of us would be in Agra, Peshawar, Hyderabad or Goa. This is a most welcome book, a strengthener of Commonwealth relationships written in the happiest vein.

Frances Donaldson's CHILD OF THE TWENTIES (Hart-Davis. 21s.) is a charming journey into the not-so-distant past by one of the daughters of Frederick Lonsdale. It is a neat and good-tempered book by someone who has survived what was perhaps a rather flippant age and clearly discovered for herself a social purpose.

James Avery Joyce's RED CROSS INTERNATIONAL (Hodder and Stoughton. 25s.) is published to mark the 100th anniversary of the Red Cross. It tells the story of the birth of this great organisation on the battlefield of Solferino, and of the many men and women since Henri Dunant who have furthered the noble cause. Some excellent photographs illustrate the text.

R. C. E.

A NEW ELIZA IN "MY FAIR LADY": *Left*—Playing the leading lady in the musical play at Drury Lane for the last time, Julie Andrews turns to receive her final ovation, from the cast. *Right*—Anne Rogers takes over the part of the Edwardian flower girl turned Edwardian lady in the musical, adapted from Shaw's *Pygmalion*, which is enjoying a long run at the London theatre. Julie Andrews played Eliza when *My Fair Lady* first opened in New York three-and-a-half years ago and again when it opened in London. Anne Rogers later took the part several hundred times in America. The original heroine in another musical, *The Boy Friend*, she was welcomed in London by the critics, the theme of whose comments was that comparisons between her and Julie Andrews were invidious. At the changeover of leading ladies, Stanley Holloway, who had been playing Eliza's father for three-and-a-half years, was absent; he was taken ill with a giddy spell. This autumn he will hand over to James Hayter.

A NEW "FAIR LADY" AT DRURY LANE; SIR MICHAEL REDGRAVE'S STAGE VERSION OF "THE ASPERN PAPERS"

On left—

QUEST IN VENICE: The main characters in Sir Michael Redgrave's adaptation of Henry James's story *The Aspern Papers*, are taken by, from left to right, Flora Robson as Miss Tina, Beatrix Lehmann as Juliana Bordereau, and Sir Michael Redgrave as H. J. The play opened in London at the Queen's Theatre. Henry James could never manage to write a successful play, and stage adaptations of his work have met with varying success, but Sir Michael's adaptation preserves the subtlety of the narrative of *The Aspern Papers*. It tells how H. J. takes rooms in Miss Bordereau's palace so that he may trace and acquire the papers of Jeffrey Aspern, how he encounters the opposition of the old lady, and how her niece, Miss Tina, after falling in love with H. J., is drawn into the sad and final climax.

EIFFEL TOWER ANNIVERSARY

The Famous Paris Landmark is Seventy Years Old

The Eiffel Tower is probably unique in at least one respect. In no other capital in Europe is there such a dominating feature. Even a transitory migrant through Paris can hardly fail to catch a glimpse of it. Its closest rival is perhaps the Prater Wheel in Vienna. But that is not so easily discernible as a landmark.

Towards the end of the last century International Exhibitions had become a fashion. The French capital was due to have one in 1889. Among those who put forward proposals for it was Gustave Alexandre Eiffel, a French engineer of international repute. He suggested the building of an enormous metal tower, to his own special designs. The idea was accepted and the Eiffel Tower was created.

Opened in 1889, the tower was the tallest structure in the world and remained so until well into the twentieth century. In height 985 ft., it is now, according to the official lists, exceeded only by the Empire State Building in New York (1,472 ft.) and the Chrysler Building (1,046 ft.) in the same city. It is still Europe's highest building.

The Eiffel Tower weighs 7,000 tons and is composed of 12,000 pieces of metal fastened by 2,500,000 iron rivets. The base of the tower is supported by four huge masonry piers sunk 30-45 ft. in the ground, the surface of each measuring 31 sq. yards.

There are three platforms at different heights. The first is at 187 ft., the second at 377 ft. and the third at 902 ft. On the first two there are restaurants. Lifts carry visitors to all three vantage points. So much for the statistics of the tower. Now for some more human facts. The tower belongs to the City of Paris but the right of exploiting it commercially has been conceded to a private company, La Société de la Tour Eiffel. In 1958 the overall profit of the company was around the equivalent of £400,000 (of this £100,000 was handed over to the City of Paris). A considerable staff is employed to maintain the fabric of the tower. These include mechanics and inspectors. And then there are the employees in the restaurants and the lifts, and the cleaners and sweepers who make sure that each day the Eiffel Tower is opened in a spick and span condition.

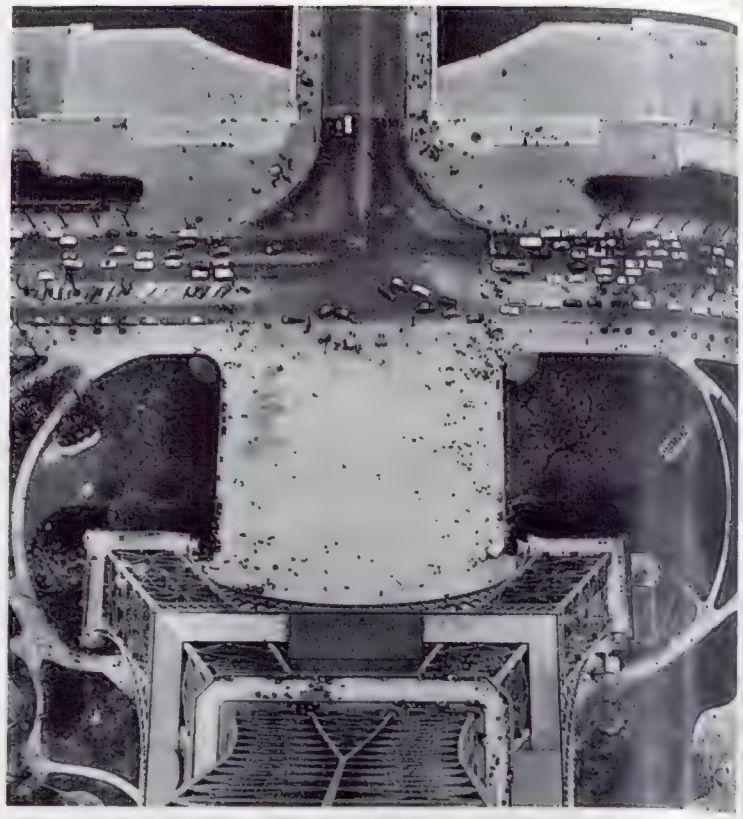
It has often been said that Parisians rarely go to the top of the tower. Their interest is in its amenities—the restaurants where one can eat well, even by Parisian standards. But from outside the French capital, visitors, especially from abroad, flock to the observation platforms. This year of the seventieth birthday it is expected that when the books are closed it will be found that around 2,000,000 persons have for one reason or another visited the tower.

Among them, it is anticipated, will be three categories of people who go to the tower with a purpose other than merely eating, or observing the splendid panorama of Paris. The first is mothers and fathers taking a child or children suffering from whooping cough. They go straight to the top platform, where it is believed the height has a beneficial effect on sufferers.

The second category consists of what may best be termed "eccentrics." They like to climb up the fabric to cause a sensation. The cynical regard these people as either acrobats or lunatics.

Lastly there are the suicides. In the seventy years, it is estimated that there have been 117 who have thrown themselves to death from the high parts of the tower. Such melancholy reflections are unlikely to stop the crowds who will want to join the Eiffel Tower in celebrating its seventieth birthday.

SILHOUETTE AT DAWN: The structure of the Eiffel Tower rises in a haze near the Pont d'Iéna in Paris. The tower was completed in 1889.



FROM THE FIRST PLATFORM: The camera looks down 187 ft. to the traffic below. The tower has three platforms. The second is 377 ft. from the ground and the third, 902 ft. up, is only 83 ft. below the tip of the famous landmark.

A BIRD'S-EYE VIEW OF PARIS: Visitors look through telescopes at the panorama of the French capital. In the background are the buildings of the Palais de Chaillot, which are situated on the far side of the river Seine.

A GUIDE FOR THOSE WHO TRAVEL BY AIR: M. Triffoz, the Chief Engineer, checks the light which has been installed as a signal to aircraft at night. The tower is named after its designer, Alexandre Eiffel.

On left—
CLEANING UP: Every morning, before the crowds arrive, the Tower, which is the tallest structure in Europe, is tidied. A staff of twelve is employed on sweeping the base and the platforms.

On right—
A NECESSARY SERVICE: Drinks and provisions are brought in at the start of the day. There are restaurants on the first and the second platforms. A private company has the concession from the city of Paris to exploit the Tower commercially.

THE CROWDS GATHER: A long queue has formed at the entrance to the lifts. People will sometimes have to wait an hour before they can ascend. About 2,000,000 visitors are expected this year.

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THE SEAT OF THE MACNEIL OF BARRA: Workmen are engaged in the task of the restoration of the curtain wall of Kisimul Castle, on Barra, one of the islands of the Outer Hebrides. In the background is the harbour of Castlebay. Derelict since 1759, the castle is being restored by the present chief of the clan, the 45th Macneil.

IN KISIMUL CASTLE: *Left*—The chief's personal standard flies again from the tower flagstaff. *Centre*—The banqueting hall is in the process of being rebuilt. Progress is well advanced and it is hoped that the work will be finished next year and a gathering of the clan will be held within its walls. *Right*—Mrs. Macneil, the wife of the present chief, stands at the doorway of the rebuilt dormer house, in the castle which is now her home. On the right is part of the banqueting hall.

Castle of the Macneil

After Being Derelict for 200 Years, Kisimul Castle, on Barra, is Being Restored

On the bleak and rocky island of Barra, in the Outer Hebrides, is the small harbour of Castlebay, the southernmost port of the outer islands. In the midst of the houses stands Kisimul Castle, a gaunt pile of masonry, which had stood derelict for 200 years. It is the seat of the Macneil of Barra, and this June his personal standard flew again from the flagpole on the tower, after the castle had been deserted since 1759. Following the collapse of the '45, the chief had left the castle and his estates were sold. In the succeeding centuries the building was burnt out, its stones were used as ballast, and the window lintels were torn out for use elsewhere. Until recently Kisimul was only a picturesque shell with weeds growing over the remnants of the curtain walls.

But members of the clan always hoped to return to the clan seat. At the turn of this century the Macneils were living in the United States. One of them as a boy, Robert Lister Macneil, learnt of the family tradition from his father and grandfather, and was taken across the Atlantic to see the ruined castle. It became his ambition that, if he were ever able to get the castle back, he would find the means to restore it. He became an architect and made a lifelong study of Kisimul Castle. After serving in both world wars, he was the resident architect of Boston University, and wrote a book on the clan Macneil. He is 69.

In June of this year, 200 years after the Macneil left Barra, the forty-fifth chief of the clan was officially in residence when his personal standard flew from the tower. He and his wife live in a dormer house with views to the south and west through windows pierced in the thick curtain walls. The work of rebuilding the outer castle walls is being continued and restoration work on the interior has been set in hand. By next year it is hoped that the banqueting hall will have been rebuilt so that a gathering of the clan can be held within its walls. Much care and thought is going into this work: inside the rebuilt dormer house, the oak doors were constructed on traditional patterns and the iron nails and fittings were specially made by a smith in Edinburgh. From the chief's look-out high up on the curtain wall can be seen the small harbour of Castlebay and the islands to the south, a more peaceful scene to-day than when past Macneils of Barra gazed out over the water.

Not far away to the north is the small island of Eriskay, where Prince Charlie first landed on Scottish soil, on July 23, 1745. For centuries before that the Macneils of Barra had lived in their castle; the building dates back to at least the twelfth century. Symbolic of how much times have changed since there was a chief in his castle on the island, is the rocket range built on nearby South Uist. But the Macneils are said, according to local legend, to have survived a greater cataclysm than modern warfare. One ancestor, says the legend, refused the hospitality of Noah, since " the Macneil had a boat of his own."

On left—

THE CHIEF AND HIS CASTLE: Behind the present Macneil of Barra (left) and his wife can be seen the castle, with the rebuilt part of the curtain wall on the right. Extreme top right is the chief's look-out.

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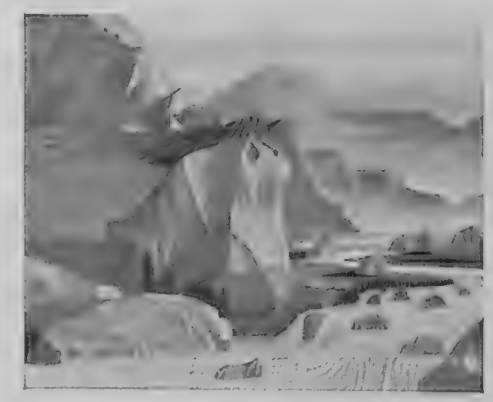

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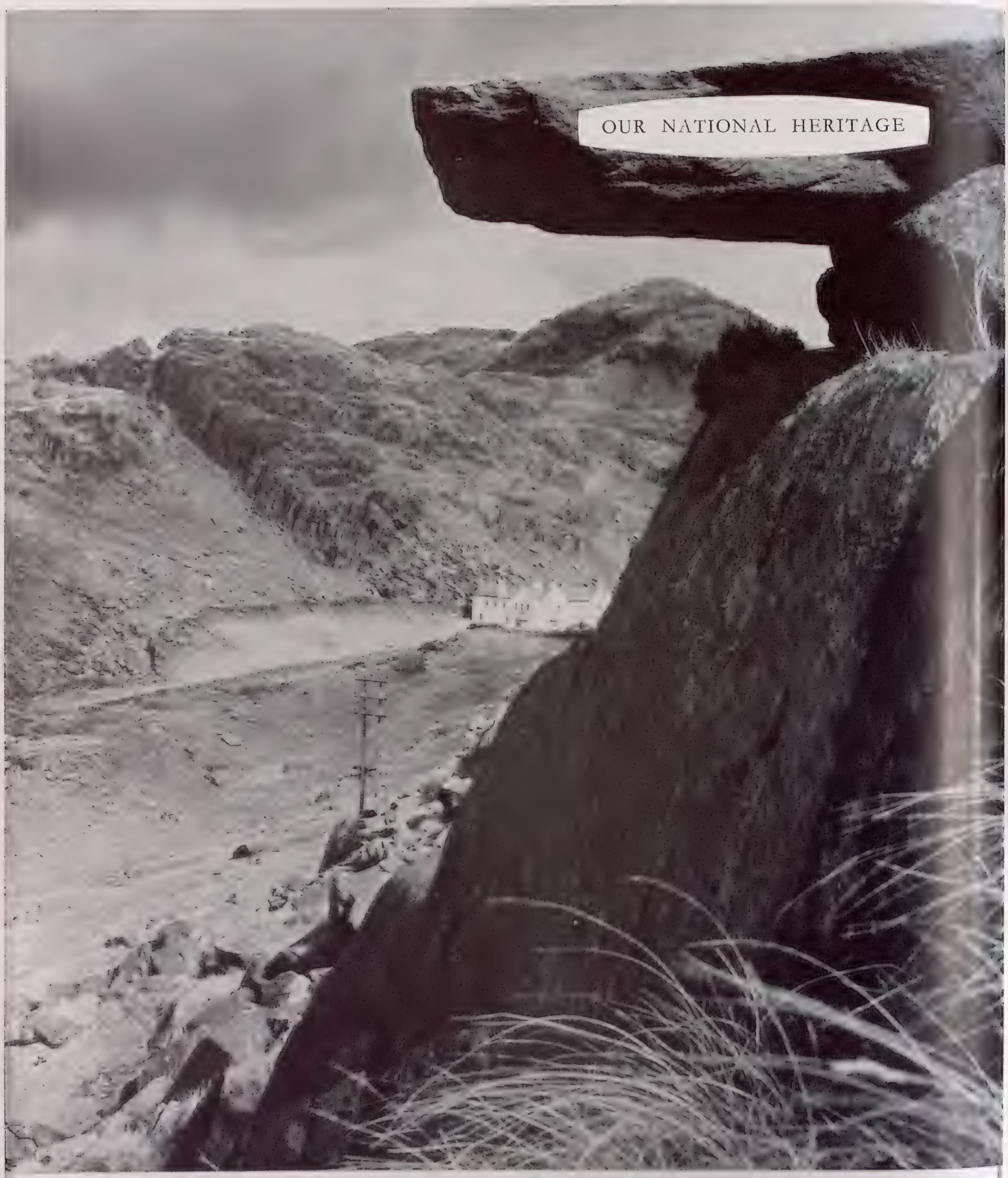

SNOWDON is Britain's highest mountain outside Scotland, 850 ft. lower than Ben Nevis. Its five lofty peaks dominate the surrounding country, some of the most beautiful in Wales and now preserved as a National Park. At Llanberis Pass,* pictured here, members of the victorious Everest Expedition of 1953 trained and carried out practice climbs. In the valley below lie the two lovely lakes of Padarn and Peris.

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We know a man, quite eminent in his sphere, who lays bricks. For relaxation, he says. The notion that it might be so came to him whilst ceremoniously laying the foundation stone of a new hospital. We know another man who lays bricks, only he does it for a living. We once asked him why mortar kept bricks together and he said it didn't, it kept them apart.

More to change the subject, than from any real curiosity we asked him whether he had a hobby and he said, no, not unless we'd call carving replicas of the F.A. Cup in marble a hobby.

With this fine example as our inspiration, we set out in search of other curious pastimes. The field is rich. In our immediate circle of acquaintances we found a collector of wine bottle labels, two midnight zither players (two, mark you!), a collector of medieval German cookery books, and a renovator of vintage steamrollers.

Asked why they had taken to these particular hobbies, two said they found it relaxing, two said it gave them a sense of well-being, and one (the steamroller man, oddly enough) said that he had once been engaged to a German cook.

Our own tastes are less exotic. Insular, you might say. Our particular hobby is travelling . . . by Sea. This we do whenever the opportunity presents itself. We find it relaxing. It also gives us a sense of well-being, especially when we travel by Home Lines to Canada—that fabulous food and incredible service, not to mention the wonderful accommodation, air-conditioned throughout. Have a word with your travel agent—he's a fund of knowledge, or drop in on the General United Kingdom Passenger Agents, E. H. Mundy & Company Limited, 87 Jermyn Street, London, S.W.1 'Phone them at Trafalgar 1321.

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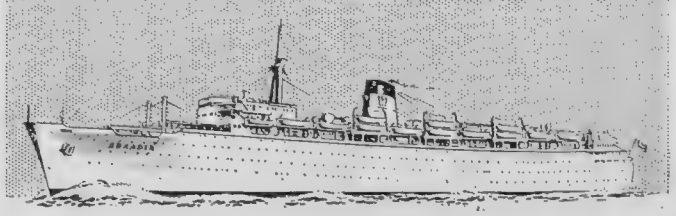

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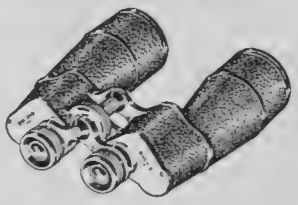

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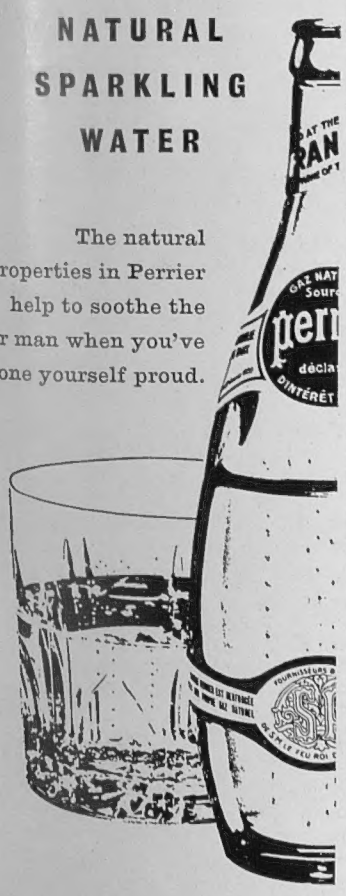

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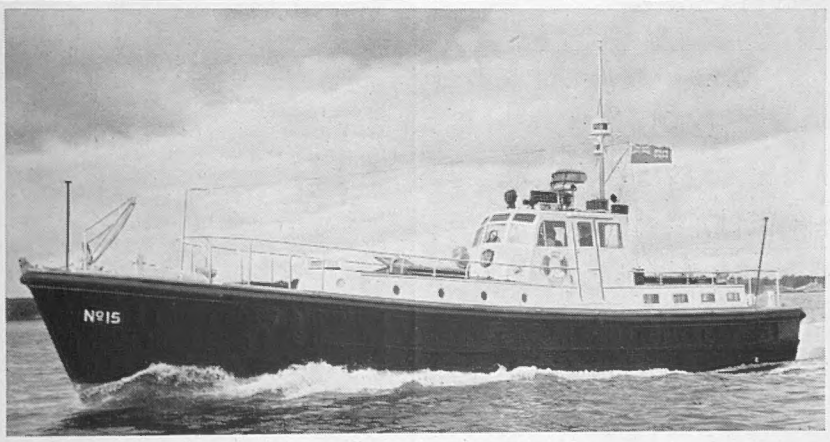

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SO THIS IS LONDON. It would be unwise for overseas readers visiting London for the first time to allow themselves to be influenced by first impressions, for so much hinges on when, where and how they arrive. Those who come via Southampton have not only that fascinating passage down the smooth waters of Southampton Water, the green fields and hedgerows as seen from the boat train (particularly appealing to visitors from the East) but, if after arrival at Waterloo they cross Waterloo Bridge, they will get as fine a first impression of London as is possible. To right and left of this low parapeted modern bridge is a panorama of London's main artery, the River Thames. Prominent features are St. Paul's Cathedral, the Houses of Parliament and the Embankment with its moored ships and fine modern buildings, plus The Savoy, still one of London's finest hotels. Here, even overseas visitors not staying there will surely repair for lunch, dinner or after-the-theatre supper dances in the restaurant.

The Strand and its neighbourhood, off which The Savoy lies, makes an excellent base for business and entertainment. Within walking distance are many of the principal theatres, including Covent Garden. It is a thoroughfare that is strategically poised 'twixt City and West End, and it is fitting that in this area are a number of first-class hotels which, though not pretending to emulate the international hotel standards of The Savoy, are in their respective classes excellent in relation to catering, bedroom comfort and courteous service.

At the foot of Surrey and Norfolk Streets—just off the Strand—and within a stone's throw of the Temple Underground Station, stands the Howard Hotel, admirably and personally managed by that experienced hotelier, Mr. S. Cotti. To stay or have a meal in this well-appointed hotel, as I have written before, is "to sense an air of comfort, dignity, charm, quietness and efficiency." Bed and breakfast terms run from 41s. 6d. and fully inclusive terms from 65s. daily.

Crossing the Strand from Waterloo Bridge, one comes to the curving sweep of Aldwych, which leads in to that wide business thoroughfare of Kingsway. Here stands a first-grade hotel of some fifty years' standing, The Waldorf. During the last eighteen months or so this hotel has come increasingly to the fore, due to the fact that the property was acquired by that virile firm of caterers, Forte's, and is now under the personal direction of Mr. John S. Lee, who many previous visitors to London may recall having held managerial appointments at The Savoy, The Dorchester, and more latterly St. Ermin's. Under his supervision, extensive reconstruction and redecoration has been carried out, and my wife and I were most impressed when we stayed there recently with the courteousness and efficiency of the staff. With a strong business flavouring, several minor conferences and meetings were in progress when we were there. The Grill Room should be particularly noted for lunch, and the restaurant for early theatre dinners or after-theatre suppers.

In the Mayfair area, London's newest hotel in the top flight is The Westbury, one of the Knott Corporation of the U.S.A. Naturally, this cleverly-designed establishment draws a large percentage of American and Canadian visitors. But it by no manner of means ends there. The Westbury has become an accepted social rendezvous for lunches, dinners and private parties, a trade which has been built up, not only by the employment of a kitchen and restaurant staff of the highest credentials, but by attending to such modern problems as car parking. Here the hotel take on the onus from the car-driver on arrival at the front entrance. Where they spirit one's car to is no matter. It will be awaiting you again when asked for.

Another small first-class hotel is The Stafford, quietly situated off St. James's Place, just off the street of that name, and so but a few yards from St. James's Palace, Piccadilly, and Green Park. With only forty-five bedrooms, most with their private bathrooms, terms are necessarily high for such a central position (from 80s. a night without breakfast), but this is no deterrent to those who can afford it for the benefits of first-class service and a quiet night's sleep.

Returning to London ourselves from the Continent towards the end of May, we knew with the Chelsea Flower Show on and other annual social occasions in the offing, that we should be wasting our time to seek accommodation in such central locations as the Strand or off Piccadilly. Having made it our business to seek out the unexpected, we looked farther afield and were fortunate to get the one remaining double bedroom and bath at St. George's Hotel, 43, Holland Park, W.11. To describe this nineteen-bedroom hotel (twelve with private bathroom) as the quietest, cleanest and most personally run hotel in London may be challenged, but if there is another as good in relation to its size, I shall be glad to know about and sample it. Meanwhile, I stand by what I have written. Those who know the background of the owners, Mr. and Mrs. K. A. Fakadis, will appreciate that having managed such important international hotels as The King David, Jerusalem, and The Ledra Palace, Nicosia, Cyprus, this St. George's was bound to succeed. Those who have met them, too, will understand their fetish for scrupulous cleanliness, both before and behind the scenes. The whole house has recently been redecorated and re-wallpapered and the outside repainted. Central heating, electric fires without meters and electric razor points are standard in all bedrooms. Nor is the mental picture of this delightful hotel spoilt by mediocre fare. Both cuisine and cellar are excellent, and it was a pleasure indeed to be served by such a courteous staff. After the restless nights we had endured in Naples, Florence and other Continental cities, the quietude of our room and the surrounding location was unbelievable. Only the song of a thrush awoke us from our slumbers: "So this is London," we simultaneously murmured, "so peaceful, so perfect, and yet within three minutes of Underground and other public transport."

Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Ingram House, 195–198, Strand, London, W.C 2, and Printed in England by THE ILLUSTRATED LONDON NEWS AND SKETCH LTD., Milford Lane, London, W.C.2. SATURDAY, AUGUST 22, 1959. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.

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